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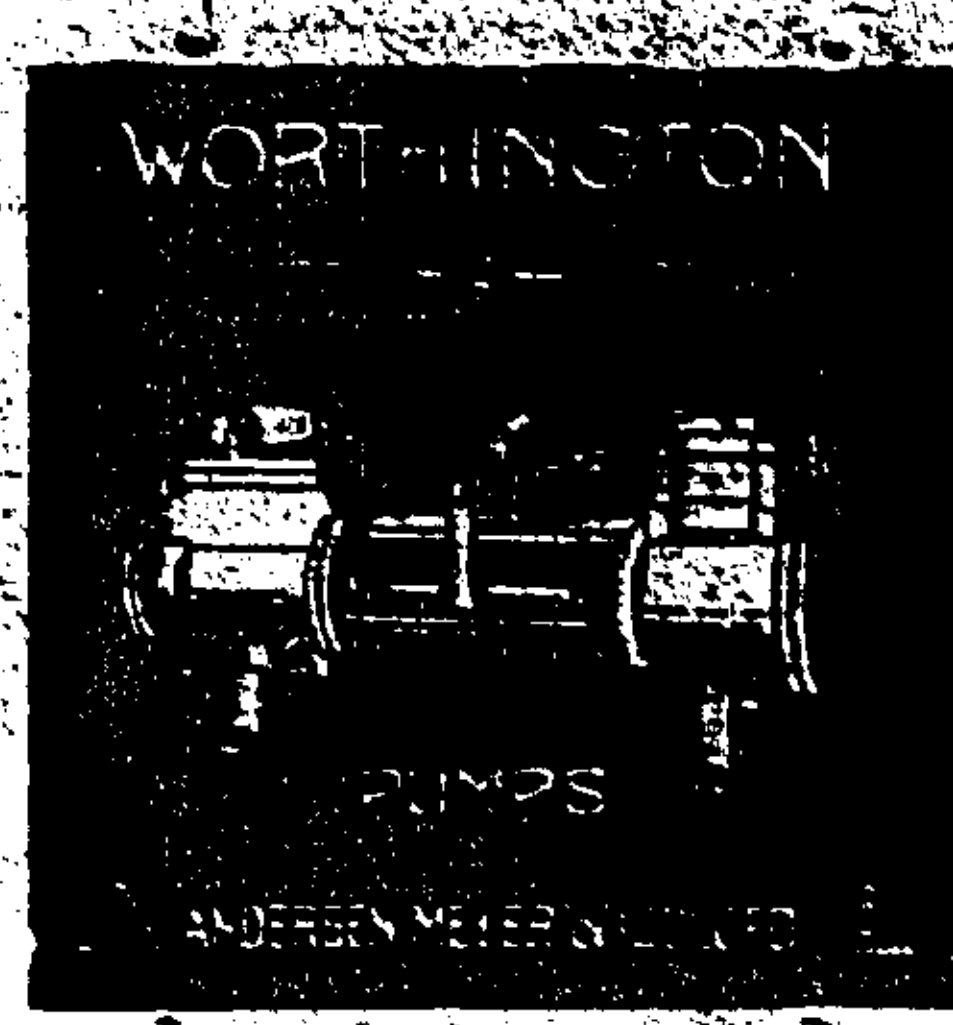
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號三十式月五英

TUESDAY MAY 23, 1922.

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DOES IRISH AGREEMENT INFRINGE TREATY?

Parties Invited to a Conference in London.

(Reuter's Service.)

London, May 22. In the House of Commons, Mr. Churchill said that the agreement signed at Dublin on Saturday appeared to raise the most serious issues, affecting not merely the character and validity of the forthcoming election but also the treaty itself. The Government had therefore invited the Irish co-signatories to the treaty to come to London to discuss the matter.

The British signatories expected that a conference would be held at the week-end as regards the North of Ireland Government, and were confident that the Northern Parliament would continue to grapple with the serious task of restoring and maintaining order.

Four additional battalions were opportunistically landed in Ulster on the 20th inst., raising the strength of the Imperial forces to nineteen battalions. Any further reinforcements demanded by the Northern Government will be sent.

THE SALE OF TEA.

Protecting the Public.

London, May 22. In the House of Commons, Mr. Baldwin (President of the Board of Trade), formally introduced a Bill providing for the better protection of the public in connection with the sale of tea.

THE CREW OF THE EGYPT.

Many Europeans Missing.

London, May 22. Thirty out of the eighty of the crew of the Egypt who are missing are Europeans.

ULSTER M.P. SHOT.

Succumbs to Serious Wounds.

London, May 22. The Ulsterite Parliamentarian, Mr. Twaddell, whilst walking in the street at Belfast was shot and seriously wounded. Later, Mr. Twaddell is dead.

(Other Early and Special Telegrams on Page 2.)

STAR FERRY MEETING

Regular Service Being Organised.

Reference to the launchmen's strike was made at the twenty-fourth annual meeting of the Star Ferry Company, Ltd., this morning when it was stated that everything possible is being done to organise a regular ferry service during the present dispute. Mr. D. G. M. Bernard presided at the meeting and there were also present Sir Paul Chater, C.M.G., The Hon. Mr. A. O. Lang, Mr. F. H. Crappell (Acting Secretary), Messrs. M. S. Northcote, J. Hooper, Ho Leung, R. A. Dastur (shareholders).

The notice of meeting having been read, The Chairman said:—Gentlemen—I propose, with your approval, to follow the customary procedure and take the report and accounts as read. Increased passenger traffic has resulted in an increase of \$30,530.30 in the net earnings of the ferries, and I think you will agree that this is very satisfactory. At the request of the Auditor, depreciation of the Ice House Street pier and the boats has been written off through Profit and Loss. A dividend of 2% per share and a bonus of \$1 per share, and to carry forward the balance, viz., \$34,619.41. I now beg to propose that the report and accounts as presented be adopted and passed, including the payment of a dividend of 2% per share and a bonus of \$1 per share, and that the sum of \$34,619.41 be carried forward to a new account. When this has been duly recorded, I shall be pleased to answer any questions shareholders may wish to ask.

HONGKONG PLAGUE.

Fewer Cases Last Week.

The health return for the past week shows a diminution in the number of plague cases, as compared with the previous seven days, the figure being 96 cases with 20 deaths, as against 118 cases and 74 deaths for the week ended the 13th instant. Of last week's cases, all of which were Chinese, 70 were from the city of Victoria. For the 48 hours ended yesterday there were 16 further cases, with seven deaths, all Chinese.

Other occurrences of communicable disease notified last week were ten of small-pox (nine fatal), and the following non-fatal cases:—Four of enteric, one of diphtheria and one of scarlet fever. The last named was a Portuguese, all the rest being Chinese. There were also four Chinese deaths from influenza.

The adoption of the report and accounts was seconded by Mr. Northcote, and unanimously agreed to. The Hon. Mr. A. O. Lang was re-elected Director of the company, and Mr. Ho Leung, seconded by Mr. Dastur. Mr. Northcote proposed and Mr. Hooper seconded the re-election of Mr. C. Bernard Brown as auditor at a remuneration of \$300 per annum.

This was all the business, the Chairman, announcing that dividend warrants would be ready

CANTON SURPRISE.

Chan in Virtual Control.

Our Canton correspondent forwards us some news indicating that General Chan King-ming, though not yet returned, is virtually in command of the situation in Canton. He states that over 50 battalions of Chan's troops have arrived there and that Chan, who has resumed the title of Commander-in-Chief, has ordered General Yip Kue to take over the Arsenal and to have all telegrams censored. A strict order has also been given that any military forces which return from Shikwan or the North must halt at Pakong and that only small bodies will be permitted to return to Canton and then only after being disarmed. General Ngai Bong-ping, who has only a force of twelve battalions, has to submit to Chan's orders. Governor Wu Ting-fang is seeking to mediate between the various parties by entertaining officers and men.

Our correspondent adds that Chan himself has not yet returned to Canton, being still in his native district, but that he has given full powers to General Yip, his right-hand man, who has matters well in hand.

Later information shows that General Ngai Bong-ping has joined with Chan's commanders in sending a wire to Sun Yat-sen demanding that Chan be placed in absolute military control in Canton.

A report from Shikwan states that 90 per cent. of the inhabitants have left the city, on account of hardships suffered in consequence of the presence of Sun Yat-sen's troops. Even civil officials find difficulty in obtaining food. Some manage to secure food from the garrisons, but others are returning to Canton.

CANTON LABOUR.

Holding Guild Officials Responsible.

Our Canton correspondent reports that an important notice has been issued by General Ngai Bong-ping in regard to the activities of labour organisations. This notice is to the effect that in future the Chairman of all Guilds will be held responsible for the illegal activities of any body of Guild members. Considerable speculation exists as to what this declaration presages.

According to the Canton Times, General Ngai, in his notice, announces that as he is in charge of the public peace and order of Canton, his duties are to suppress and punish all law-breakers in the city. He advises the labourers to settle disputes or any other labour questions quietly by arbitration with the government or the Labour Federation instead of resorting to drastic measures or starting unusual demonstrations as they are accustomed to do.

PEKING NEWS.

Chang's Troops Retreat.

A Peking message states that the Fengtien troops have completely evacuated Shanhaikwan and have destroyed two bridges on the Peking-Tientsin line to hinder the advance of the opposing army.

Another Peking message states that the Provincial Assembly has elected three Eastern Frontiers as Commander-in-Chief.

Japanese Support for Chang.

Tokyo, May 23.—An Association has been organized in Tokyo and Yokohama, by Japanese interested in Chinese politics, in support of Chang Tso-lin. A million handbills, announcing the formation of the Association have been distributed in Tokyo

INDO-CHINA MEETING.

World-Wide Shipping Depression.

Comment on the world-wide shipping depression and how it has affected local shipping firms was made by the Chairman of the Indo-China Steam Navigation Company Limited, which was held at the offices of the General Manager, Messrs. Jardine, Matheson and Co., Ltd., Mr. G. D. M. Bernard presided and there were also present the Hon. Sir Paul Chater C.M.G., Sir Robert Ho Tung, the Hon. Mr. A. O. Lang and Mr. H. P. White (Directors), Mr. W. E. L. Shannon (Solicitor to the Company) Mr. R. Sutherland (Secretary), the Hon. Mr. A. R. Lowe, and Messrs. C. Boyd, Ho Kwong, Ho Fook, Ho Leung, H. Birkett, E. Abraham, N. L. H. Raiton, E. F. Ancoot, P. Tod, Ho Ki, Ho Lu, La Manhin, Ho Shai-ki, Lo Cheung-shui, A. M. da Silva, G. M. Shaw, E. B. C. Hornell and A. W. Eastman (shareholders).

Chairman's Speech.

Mr. Sutherland having read the notice convening the meeting and the Auditors' report.

The Chairman said:—Gentlemen.—The report and statement of accounts having been in your hands for some days, I will with your permission take them as read. From the accounts it will be seen that whilst the actual running of the fleet has shown unfavourable results, we are enabled, thanks to our conservative policy during recent years, to make a satisfactory return to shareholders.

When I had the pleasure of addressing you last June, the prospects for the year now under review were commented upon. In some quarters the view then expressed might have been thought to be unnecessarily gloomy, but experience has proved that the year 1921 will long be remembered as one of unprecedented world-wide shipping depression. The general conditions of shipping trade in the Far East did not reach the low ebb in evidence in Home waters; and owing to the fact that a portion of our carrying trade is of what may be called a domestic nature and only indirectly affected by outside influences, we are able to present a balance sheet which, taking everything into consideration, may, I hope, be regarded as satisfactory.

From time to time during recent years our revenue has been seriously impaired by the effects of hostilities connected with the unfortunate complex conditions of Chinese politics. During the last half of 1921 the state of affairs existing on the Yangtze between Hankow and Ichang was almost incomprehensible, inasmuch as steamers under all flags were, for a certain period, frequently fired upon by Chinese troops on both sides of the river. As can well be imagined, transport under such disturbing conditions was almost impossible, and a considerable period elapsed before business resumed a normal state. Unfortunately, this long spell of inactivity seriously affected our earnings not only on the Middle Yangtze but also on the Lower river and Coast Lines, which suffered by reduced shipments of through cargo. You will realise that so long as the present chaotic state of affairs exists in China, the business of the Company so far as the China carrying trade is concerned, is bound to be affected by the general feeling of insecurity and uncertainty. It is worthy of note however that the long-suffering native shippers, notwithstanding the disabilities they have had and still have to contend with, show a noteworthy spirit of enterprise during troublesome times, and it is to be hoped that they may soon enjoy an undisturbed period of commercial activity to the benefit of both their own and foreign interests.

Severe competition was still in evidence on the Calcutta Line and the Shanghai-Canton Line and this was greatly responsible for poor returns. Our competition with regular supporters was well maintained and you will be glad to hear that we have

regular clients on the same favourable basis as new comers in the trade who may endeavour to take advantage of the unnecessarily low rates offered by subsidised lines of other nationality. The continued unrest in India, and commercial depression in the Straits and Japan are well known to you; this is naturally reflected in our income from the ports affected. We have now the advantage of two large and economical carriers, in the shape of the "Kwang" and "Hosang," which are specially adapted for Eastern trades and should prove valuable acquisitions to the Company.

It was at one time hoped that, as soon as the war was over, our running expenses and overhead charges would be materially reduced. I regret to say, however, that this has not been the case. We find that the burden borne by the Company in this connection has been very little, if at all, lightened, although there has been a substantial saving in the price of bunker coal. Recent Chinese labour troubles, entailing a substantial increase in wages, have also resulted in placing an additional and unexpected tax upon the Company.

NEW STEAMERS.

Turning to the Company's building programme, our new Calcutta steamers "Kutang" and "Hosang," 7,800 tons and 8,700 tons deadweight respectively already referred to, took up their running on the Calcutta Line this month. The latter steamer was purchased, when partially built, from the North of Ireland Shipbuilding Company, who was enabled to approximate to the same specification as the "Kutang," and her very moderate purchase price, allows of a satisfactory average value per ton for our two latest additions to the Calcutta Line. The two coasters built at home viz., the "Fausang" and "Tingang" have recently arrived and have been found in every way suitable for the service for which they were designed.

Our new Lower Yangtze steamer "Kungwo," left for Shanghai to take up her River employment last February and has proved a credit to her builders, the Hongkong and Whampoa Dock Company. I may say she represents the last word in utility and comfort on the Yangtze.

We still have under construction, firstly, the "Fuhwo," the Ichang-Chungking steamer referred to at our last annual meeting. This vessel was built by Messrs. Yarrow and Company at home, and brought out in sections by the newcoaster "Fausang." At present the "Fuhwo" is being assembled at Shanghai and should be ready very shortly to take her place on the Hongkong run. Secondly the "Pingwo," a specially designed cargo carrier, has been contracted for with the New Engineering and Shipbuilding Works Ltd., at Shanghai and will shortly be available for service on the lower and/or middle Yangtze, where the continual expansion of trade is engaging our earnest attention. The peculiarities of the Yangtze river with its widely changing conditions during summer and winter seasons when extreme ranges in depth of navigable water are experienced, call for the utmost care and forethought in the design of vessels to be employed. In order to cope with the increasing volume of cargo available in the middle Yangtze districts during the low water season, tugs and lighters have had to be acquired to act as feeders of the main lines and it is possible a further expansion of this means of transport may soon become necessary.

From the foregoing it must not be thought that the Company is engaged in an extensive building programme. The seagoing tonnage referred to represents in a large measure, replacement of losses and sales during recent years; the vessels "torpedoed" in the Mediterranean, the "Onsang" torpedoed on the way home with foodstuffs, the "Yau" a total loss off Hainan, the "Sungang" and the "Menzang" lost off the coast of China.

modern carriers some of the older steamers of the fleet now running in regular services, while arrangements have been made to reboiler on improved lines several coasters, the hulls and general condition of which well justify the outlay.

FINANCIAL MATTERS.

Turning to the report and statement of accounts, you will observe that owing to steamers acquired, the value of the fleet has increased by £1,161,223.34. There have been a few more payments in 1922 on account of new tonnage which will appear in the accounts for that year.

Investments have been shown at the market rate on 31st December last. The decrease in the amount standing at the credit of the Investment Account is due to the realization of certain securities to meet payments on account of new steamers which have been built or acquired during the year under review. The same remarks apply to the Deposit Account.

Turning to the liability side of the balance sheet you will notice that Special Repairs and Renewals Account has been reduced by £16,656.134 which is due to extraordinary expenditure over and above the ordinary running repairs of the fleet. Exchange Fluctuation Reserve Account has been depleted owing to the dollar assets and liabilities having been taken into account at a rate of 2/7 as against 3/14. These were the rates of exchange on the 31st December in 1921 and 1922 respectively.

Floating Staff Pension Fund has been slightly increased by the amount of interest added during 1921, less the amount paid for pensions. A scheme is still under consideration to place this Fund on a satisfactory and permanent basis.

Building Reserve Fund has been used to write down the cost of the new steamers, thus bringing them more into line with market prices now ruling. The Underwriting Account, you will note, is increased by £17,789.3.1, due to Premium on Fleet being credited, while fortunately the expenses of accidents falling to this account have been below the average. Contingency Account has been reduced by £10,915, being amount paid on account of Corporation's Profits Tax.

An Investment Fluctuation Account has been opened and to this has been credited the increase in value of investments which were still held at the end of the year.

FUTURE PROSPECTS.

With regard to the prospects for this year there is very little I can tell you; at the present time there are indications of revival, but the reasons for want of confidence amongst native shippers, prevalent last year, still exist. It is also hardly necessary for me to remind you that during the first few months of this year our organisation in the South was at a standstill owing to the Chinese seamen's strike, which lasted from 13th January till 5th March.

There is a possibility of readjustments of tariffs on some of our lines now operating at competitive rates and if this is effected, a substantial increase of earnings should result. In conclusion, it is desirable to record our appreciation of the good work performed by the Company's floating staff and employees in share appointments during the past year. Particular mention must be made of the valuable services rendered by our employees during the strike. Their co-operation and willing assistance in meeting the many and ever-changing difficulties confronting us, enabled arrangements to be made which greatly helped to minimise the serious financial loss occasioned by the unfortunate hold-up.

MANILA TYPHOON.

Fears for the Governor-General.

Shanghai, May 23.—A message from Reuter's correspondent at Manila says one of the earliest typhoons ever reported in the Philippines swept Manila last night and today. All shipping was delayed and the telegraphs of the Islands were paralyzed. The trains were temporarily suspended. There are no reports yet of loss of life or damage to crops.

Governor-General Wood, with his wife and daughter, was aboard the yacht Apo off Mindoro, but so far there is no word from the Governor-General, who was due to arrive ten hours ago.—Reuter.

SHANGHAI STRIKE.

At Nikka Cotton Mills.

Shanghai, May 32.—Three thousand employees of the Nikka Cotton Mills at Pootung have struck, demanding recognition of the Weavers' Union and payment of all workers on a piecework basis. The strikers also demand the dismissal of the Japanese foremen, alleging that they have ill-treated the employees. The strike is the second within a month.—Reuter.

KOREAN ASSASSIN.

Why He Hated Japan.

Tokyo, May 23.—The Korean, Kin Yekiso, who attempted to kill Baron Tanaka at Shanghai, is reported to have stated that he determined to devote his life to the anti-Japanese movement on seeing, when a boy, his father cruelly treated by the Japanese police.—Reuter.

News in To-day's New Advertisements.

The s.s. Grace Dollar has arrived from New York and consignees are given the usual notice on page 4.

Messrs. A.S. Watson's arrangements for to-morrow (Empire Day) are given on page 4.

Wiseman's Bakery proclaims that quality pays.—Page 6.

Mr. Cheung can give you a photograph which will satisfy.—Page 2.

"The Twin Pawns" is being shown at the World Theatre today.—Page 12.

Messrs. Lammert Bros. are selling household furniture at 171 The Peak on Monday next.—Page 4.

A lady's gold wrist watch has been lost, whilst a brown leather wallet has been found.—Page 4.

A cheap sale is being held at the Bon Ton commencing to-morrow.—Page 4.

Volunteer Orders for the King's Birthday Parade are given on page 4.

The fox-trot competition which was to have been held at the Kowloon Theatre to-night has been postponed for a week.—Page 4.

Account; that payment of a dividend of 5/- on the Preferred (Ordinary Shares) and £1.10 on the Deferred Ordinary Shares be made and that the sum of £26,638.5 be carried forward to next year. The Dividend on Shares on the Hongkong Register to be paid at the rate of exchange 2/6 1/4.

As soon as this has been ascertained I shall be glad to reply to the best of my ability to any questions which shareholders may wish to ask.

The resolution was seconded by Mr. Birkett and unanimously agreed to without comment.

Other Business.

On the proposition of Mr. Lo Cheung-shi, seconded by Mr. Hornell, the Hon. Mr. A. O. Lang was re-appointed a director. Mr. Ho Fook proposed and Mr. P. Tod seconded the re-election of the Hon. Mr. A. R. Lowe and Mr. E. A. M. Williams as auditors at a remuneration of £5,000. This was agreed to. This was all the business, the Chairman, announcing that dividend warrants would be ready

NOTICE.

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"PRINCE" OF GRAMOPHONES
IS THE
COLUMBIA
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NEW MODELS
JUST RECEIVED
AT
ANDERSON'S
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It's the stopping that counts.



ANY razor is soon ruined by unskilled stopping; not safety razors you can't stop at all, but there is one, and one only, that "stops well"—the Valet AutoStop. That's why the Valet AutoStop shaves cleanest and saves constant expense for new blades. Just slip the stop through the razor head, and six to-and-fro strokes put a perfect edge on the blade.

"VALET" AutoStop Safety Razor

THE STANDARD SET (No. 1) consists of heavily plated, well-tempered "VALET" AutoStop razor, Valet "VALET" Stopper and genuine "VALET" stopper blades in a leather case, used razor and razor.



The world's Valet, an Remond, Street and Richey, London, the genuine product of the Valet, Safety Razor Co., Ltd., 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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DAW SEN & Co's.
Celebrated Indian Condiments.

The brand gains its popularity by its unrivalled quality. Curry Paste and Mango Chutney a speciality. Obtainable from:—All compradore stores, and the "one price" Universal Providers:—

THE SINCERE CO., LTD.
THE WING ON CO., LTD.
THE SUN CO., LTD.
THE CHEN KWONG CO.

HOOLEY SENT TO PRISON.

Sentence of Three Years.

Sentence of three years' penal servitude was passed at the Old Bailey last month on Ernest Terah Hooley, of Riseley Hall, Derbyshire, on charges of conspiracy and fraud in connection with the promotion of the Jubilee Cotton Mills, Ltd.

There were five other defendants, and the 35 days' trial, which is said to have involved legal costs amounting to £30,000, resulted in their case as follows:—

Thomas L. Demery, land agent, Ealing, 12 months' imprisonment in the second division.

William A. Wallis, solicitor, Long Eaton, Derbyshire, ten months in second division.

John Angus Macdonald, J.P., estate agent, ex-Mayor of Ilkeston, guilty of publishing fraudulent statements, and bound over in £500.

Thomas Fletcher, J.P., lace manufacturer, ex-Mayor of Derby, not guilty, and discharged.

Bertram Breakpear, confectio er, Littlehampton, not guilty, and discharged.

"PULLING THE STRINGS."

The Common Sergeant, in summing up, said the gist of the case against defendants was that they fraudulently formed a company so as to get the whole of the shares into their own hands in order to unload them on the public.

Who, he asked, was pulling the strings? Crown said Hooley was interested right through. In evidence they had heard he was the "boss" and the "boss of bosses"; that he insisted on doing all the talking himself.

To Hooley the Common Sergeant said: "Ten years ago you received 12 months for bad fraud. Nothing has been known against you since, but you have been the ringleader in this case, and you have brought down some good men."

"I have never," he added, "been a director of a company, and after this case I never shall be."

Mr. H. Maddocks, K. C., Hooley's counsel, intimated that there would be an appeal.

Hooley flushed slightly when he heard the sentence, then turned and walked briskly from the dock.

HIS RISE TO FAME.

Ernest Terah Hooley, now 63 years of age, is the son of a Nottingham lace factory worker.

At 14 he left school and joined his father as a lace maker in a mill. Tiring of the monotony of this work, he became a traveller to the firm. He was always industrious and pushful, and frequently worked 14 hours a day.

In his early days he was a regular attendant at chapel, and being of a musical turn, he took a pleasure in playing the harmonium at the services.

When his father started business on his own account as a lace manufacturer young Hooley saw its financial possibilities, and found no difficulty in floating a company with a capital of £100,000.

From that time he promoted other concerns, the capital of which totalled something like £20,000,000. Among others he was responsible for:—

Dunlop's. Mother Seigel's. Borril. Carter's Pills. Schweppe's. Simpson's Chain. Singers. Three Humber companies. Swift.

He once expounded the principle on which he proceeded, by saying that in business, and especially in company promotion, there was always money for big floatations.

NOT ALWAYS SUCCESSFUL.

Not all his operations were entirely successful, for he confessed that, in one case, while he had secured millions of capital, he had scarcely managed to clear his expenses.

In another case he was reported in City circles to have made over a million for himself.

After one period of amazing success he devoted £10,000 to the purchase of a Commission services for St. Paul's, which, however, the cathedral authorities declined.

Other portions of the proceeds of his financial operations he used in the purchase of Papworth Hall, Riseley Hall, and other property in Derbyshire, and in stock breeding and farming.

In 1912 the crash came. One morning Scotland Yard officers arrested him at the West-end hotel where he was living in expensive style, and a few weeks later he was sentenced to 12 months' imprisonment in the second division.

EVENING GOWN



BY MARY PICKFORD

This informal evening gown of white chiffon, has loops and streamers of the same material in a delightful shade of coral.

Like so many of the Paris frocks the interest is centred in the girdles.

The girdles as well as the band of the trimming across the front, and around the sleeves are made of exquisite iridescent beads in coral and white.

PART OF THE KUOMINTANG.

The Seamen's Strike.

We bring to an end to-day Mr. Rodney Gilbert's brilliant survey of the seamen's strike at Hongkong. The epithet "brilliant" is often, perhaps, too lightly applied nowadays. But we think our readers will agree that it is fairly used of Mr. Gilbert's manner of treating a story that may well be destined to mark an epoch in the relationships of Chinese and foreigners, both for the mass of extraordinarily interesting material he has collected and for the cool judgment that he brings to bear. We asked Mr. Gilbert to go to Hongkong to report on the strike, among other matters, as an entirely detached and unprejudiced observer, giving him an absolutely free hand to write what he thought. We believe it will generally be held that the results have fully justified the mission and have added to Mr. Gilbert's laurels.

To return upon one or two points mentioned, we specially emphasize the effective disproof brought by Mr. Gilbert of certain slanders which have been commonly believed up and down the coast. Thus it is shown that the shipowners, so far from treating the seamen's first application with haughty silence, were at much pains to find out what the union was to get in touch with it and to meet its representatives in frank discussion. They only found that representatives would discuss nothing and were obviously never meant to negotiate. From early days irresistible proof accumulated that the strike was political, not economic. The responsibility of the Kuomintang has been proved beyond all reasonable doubt. During the strike we more than once said that we did not believe the Canton Government engineered it. That opinion may, perhaps, stand, with this reservation—that all depends on where the Canton Government ends. That very dubious question helps to confirm the vindication of the Hongkong Government. Admitting that it may have committed errors of judgment—and in that connection we must not forget how easy it is to be wise after the event—there are many charges, autocracy, vacillation, interference and the like which are now shown to have been falsely levelled. And in considering enormous difficulties which confronted it we can see that its hands were tied by the traditions of British justice and humanity from using the only weapons that would really have been effective against its enemies. Even at the last, when there appears to have been a very fair chance that it might have won, it gave in principally out of consideration for the Chinese of Hongkong and in anxiety for their food supply—in other words, simply in obedience to that humane and ceaseless sense of responsibility for the welfare of its native subjects for which it may be said without boasting that British colonial government is famous.

THIS AMERICAN MOTHER

Testifies That Baby's Own Tablets Do All That Is Claimed for Them and More.

Tens of thousands of mothers sleep soundly at night throughout the length and breadth of America, knowing that with Baby's Own Tablets in the house their little ones are safeguarded in case of sudden sickness.

Writes one of these American mothers, Mrs. A. H. Waite, of 1207 Fremont Avenue, North Minneapolis:—"I wish every mother knew how good Baby's Own Tablets are, then there would be fewer sick children. My last baby was sickly from birth and the benefit that the Tablets have afforded is simply wonderful. They do all that is claimed for them and more. I would not be without them for anything."

Every careful parent will insist that medicine given to children should be absolutely pure, safe, gentle and free from narcotic drugs. Baby's Own Tablets exactly answer this description. They quickly reduce fever, dispel colic and constipation, check diarrhoea, relieve croup, allay teething pains, cure indigestion, expel worms, quiet the nerves and bring restful, health-giving sleep in a perfectly natural way. Of druggists, or post at 60 cents per vial direct from Dr. Williams' Medicine Co., 66 Esplanade Road, Shanghai.

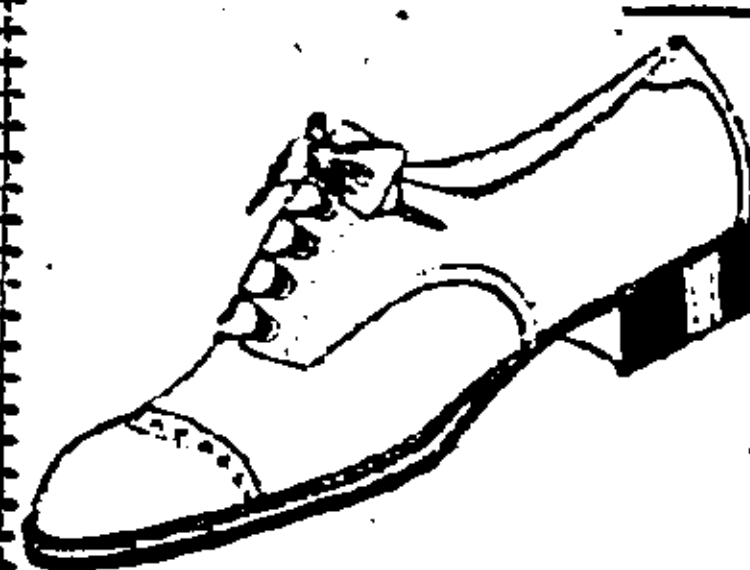
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RUBBER or LEATHER SOLE
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50 cents and \$1.00
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Boys ... \$1.75

Youths ... \$1.95

Mens ... \$2.00 & \$2.50

LADIES BATHING SUITS

\$5.50 to \$10.75

WATER WINGS

\$1.50

LADIES BATHING CAPS

\$1.25 to \$2.50



BATHING SHOES

CHILDREN'S \$2.25

LADIES' \$2.75

BATH TOWELS ALL SIZES & PRICES.

WHITEAWAY LAIDLAW & CO., LTD., HONGKONG

NEW ADVERTISEMENTS.

WANTED.

WANTED.—A Secretary.
Must possess a good knowledge of English. Good salary to a suitable man. Apply in English with copy of credentials, stating age, former employment and experience. Address "Vacancy" c/o P.O. Box 334, General Post Office.

WANTED.—Advertiser.
(rather studious, but inclined also for recreation) desires companionship with a view to taking small flat (furnished, or partners might lightly furnish). "A" "Hongkong Telegraph" Office.

WANTED.—A Stenographer.
Apply giving particulars of former employment & to Box No. 723 c/o "Hongkong Telegraph."

TO BE LET.

TO LET.—One new big OFFICE ROOM in the Hongkong and Shanghai Banking Corporation new premises. Apply SANG KEE c/o Comptroller Department, Hongkong and Shanghai Bank.

SANG KEE
Hongkong, 29th. April, 1922.

TO LET.—Furnished in Kowloon a six-roomed house with four bedrooms, servants' quarters, kitchen and pantry. Five minutes from the ferry. Apply No. 722 c/o "Hongkong Telegraph."

TO LET.—Furnished for 4 or 5 months small self-contained flat. All latest modern conveniences. Apply Mrs. Cowen, No. 1A, Armand Building, Observatory Road, Kowloon.

TO LET.—Kowloon, furnished flat, private entrance, close to ferry. Free beginning of June. Write Box No. 724 c/o "Hongkong Telegraph."

TO LET.—Offices top floor Prince's Buildings. Apply Harry Wicking & Co.

FOR SALE.

FOR SALE.—One practically new Semi-Diesel motor 175 H.P. 2 cylinders 275 R.P.M., together with complete set of spare parts—in perfect running order. Can be seen on application to The Far East Oxygen & Acetylene Co. Ltd.

FOR SALE.—One building situated on L.L. 1891, Kennedy Town. Can be used as Factory or Godown. For particulars apply to THE FAR EAST OXYGEN & ACETYLENE CO., Ltd.

FOR SALE.—Saxon motor car (2-seater) in good running order. Apply Dr. W. T. Cheung, 58, Queen's Road Central.

LOST.

LOST.—A Lady's gold wrist watch—probably between the Central Police Station and the Public Wharf. Finder will be rewarded on application to P.P.J. Woodhouse, Esq., C.I.E. Police Headquarters.

FOUND.

FOUND.—A brown leather wallet containing English Bank notes was found at Arsenal Street Pier on 30th. April, last. Any claim should be made to the Deputy Superintendent of Police at Police Headquarters.

Imports and Exports Office.

EMPIRE DAY
This Department will be open for payment of Liquor duties only from 9 a.m. to 12 noon on Wednesday the 24th. May, 1922. Licensed Warehouses will be entirely closed on that day.

N. L. SMITH,
Superintendent.

NOTICE.

Owing to the advancing cost of newspaper production, it has been decided to make an increased charge of 20 per cent. on present rates, as from April 1st, 1922, on the following descriptions of casual advertisements, namely:—
Government Notifications.
Municipal Notifications.
Official Notifications.
Legal Notices.
Company Notifications.
Association, Club and Society Notices.
This, of course, does not affect the charges made for contract spaces held by commercial firms or for small "Want" advertisements.

RON TON, LIMITED.
(in Liquidation).

CHEAP SALE.
COMMENCING from Wednesday, the 24th May, 1922, and for Ten days thereafter, all Piece Goods, Millinery, Lingerie, &c., &c., contained in the premises of the above firm, 37, Queen's Road Central, Hongkong, will be sold subject to a cash discount of 25% to clear.

A. R. LOWE,
Special Manager.
Hongkong, 22nd May, 1922.

A. S. WATSON & CO. LTD.

NOTICE.

ON Wednesday, the 24th. Instant, all Departments will be opened for business from 8.30 a.m. to 1 p.m.

The Hongkong Dispensary, Dispensing Department, will also be open for dispensing prescriptions from 6 p.m. to 7.30 p.m.

A. S. WATSON & CO. LTD.
Hongkong, 23rd. May, 1922.

PUBLIC AUCTIONS.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 29th. May, 1922, commencing at 2.45 p.m. at No. 171 The Peak (Magazine Gap)

A Quantity of Valuable Household Furniture comprising—

Handsome teak sideboard and dinner waggons (to match), large teak extension dining table and chairs, dinner service, glass and crockery ware, etc., etc.

Chesterfield Sofa and easy chairs, teak and iron bedsteads, solid teak wardrobes with and without mirrors, teak dressing tables and marble top wash-stands, etc., etc.

Enamelled and Shanghai Baths, etc., etc.

On view from Sun. the 28th. May Catalogues will be issued.

Terms: Cash on delivery.

LAMMERT BROS.,

Messrs. LAMMERT BROS. are instructed to sell

The Steamship "KAM MA",

Now lying off Shamshuipo, under an

Order of the Court by

PUBLIC AUCTION on

SATURDAY The 27th. day of May, 1922, at Noon

In one Lot At their Auction Rooms in Duddell Street.

The ship is a wooden ship of approximately 1,800 tons capacity with accommodation for about 800 Chinese passengers.

Length 252 ft. or thereabouts Beam 25 ft. or thereabouts

For particulars to view apply to Messrs. Lammert Bros., the Auctioneers.

For further particulars apply to Messrs. JOHNSON, STOKES and MASTER, Prince's Buildings, or to Messrs. LAMMERT BROS., the Auctioneers, Duddell Street.

FOR HAIPHONG AND HOIHOW.

Halls for Haiphong and Hoihow every alternate Tuesday. The following passenger steamer RAI-WU (Capt. Charles E. Page), 20th May, (see News), Apply Thos. Cook and Son or to Hong Tel. 24, Wing Lok Street.

HONGKONG VOLUNTEER DEFENCE CORPS.

Orders by Acting Major A. Murdoch,

Administrative Commandant.

KING'S BIRTHDAY PARADE.

Hongkong, Tues, 23rd May, 1922.
1. A parade of the Units of the Garrison to celebrate the Birthday of H.M. the King will be held on the Hongkong Cricket Ground at 9.00 a.m. on Saturday, the 3rd of June.

2. The Hongkong Volunteer Defence Corps will furnish a Detachment of 2 Officers and 50 other ranks under the Command of 2nd Lieut. T. P. M. Bevan, M.C., and Lieut. T. W. Hill, M.C.

3. The Detachment will parade at Corps Headquarters at 8.30 a.m. and be in position by 9 a.m.

4. 2nd Lieut. T. P. M. Bevan, M.C., will report to the D.A.A. and Q.M.G. at 9 a.m. 2nd June, on the Cricket Ground to discuss final details (Dress Mufti).

5. The Pipe Band of the Corps will be massed with the Pipes of the H.K.S. R.G.A., and will play the two units past the Saluting Base, details to be arranged direct with the O.C.H.K.S. R.G.A.

6. Dress: Review Order.—Helmets, ribbons, 1½ inches in length with medals (if in possession), Khaki jacket, trousers and puttees, black boots, rifles with sling, belt and side arms.

Members of the Scottish Company.—Khaki tunic, kilts sporrans, diced hose top and spats.

Officers.—Breeches, puttees, Sam Browne belt and swords.

7. Blank—3 round blank ammunition per man will be issued at Corps Headquarters.

8. The names of members of the Corps who will attend the parade will be forwarded to Corps Headquarters by the 25th inst.

9. Practice parades will be held on Monday, 29th May, and Friday, 2nd June, at Corps Headquarters at 5.30 p.m.

10. The parade will be as follows:

(a) On arrival, troops will take up their position in open order; they will then fix bayonets and Officers and colours will take post in review order.

(b) All general executive words of command will be given by the O.C. troops, except where mentioned in special parade instructions below.

(c) On arrival of H.E. the Governor the troops will "slopes" and "present arms" (band playing the first six bars of the National Anthem); the Union Jack will be broken out; arms will then be "ordered" and Detachments "stand at ease."

(d) His Excellency will inspect the troops and return to the saluting base when the troops will unfix bayonets. On one "G" being sounded the Battery, H.K.S. R.G.A., will fire a Royal Salute. After the 7th, 14th and last rounds of the salute the troops will fire a feu-de-joe. The band of the 2nd Bn., The King's Regt., will play the first 6 bars of the National Anthem after the 3rd feu-de-joe.

(e) At the conclusion of the feu-de-joe the troops will fix bayonets, "slope arms" and give a Royal Salute, the band playing the National Anthem. They will then "slope" and "order arms."

(f) The troops will be ordered to remove their head dress and give three cheers for His Majesty.

(g) Detachments will then move to the right in fours and march past H.E. the Governor, in succession, an interval of 20 paces being kept between units. O's C. Detachments will march past 3 paces in front of their leading section of fours and will salute as laid down in para. 65, Ceremonial; other officers will "carry" swords only on the command "eyes right."

(h) Troops having marched past will pass out of the Cricket Ground and proceed to their private parades.

11. Special Parade Instructions.

(a) On the arrival of O.C. troops on parade units will be called to "attention" and arms "slope" by order of O's C. Detachments.

(b) On the approach of His Excellency the Governor the O.C. troops bugler will sound one "G" on which the parade will come to "attention" and "slope arms" (executive words of command given by O's C. Detachments).

CONSIGNEES.

NOTICE TO CONSIGNEES.

The Steamship

"GRACE DOLLAR"

having arrived from New York, via ports, on May 23rd, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Thursday, May 25th, at 2.30 p.m., when they will be examined by Messrs. Carmichael and Clarke.

Claims will not be accepted unless cargo is so examined by said Surveyors prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized. No claims will be admitted after the goods have left the Godowns. All goods remaining after Monday May 29th, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature.

THE ROBERT DOLLAR CO.
Agents.
Hongkong, 23rd. May, 1922

PEAK TRAMWAYS CO., LTD.

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong on Thursday the 25th. May 1922 at 11 o'clock in the forenoon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th. April 1922.

The Transfer Books of the Company will be closed from Saturday the 20th day of May to Friday the 26th day of May, 1922, both days inclusive.

PEAK TRAMWAYS CO., LTD.
John D. Humphreys & Son,
General Managers.
Hongkong, 16th. May, 1922.

WISEMAN LIMITED.

(In Liquidation)

A Final Bonus of 80 cents per share has been declared, warrants for which may be had on application to Messrs. Percy Smith, Seth and Fleming.

J. HENNESSEY SETH,
Liquidator.
Hongkong 20th. May 1922.

(c) On the arrival of His Excellency the Governor the O.C. troops will give the following executive commands: Royal Salute, "present arms," "slope arms."

(d) O's C. Detachments will then give the commands, "order arms," "stand at ease," but will call their Detachments to attention while His Excellency is passing their front, and will unfix bayonets after he has passed. O's C. Detachments will not accompany His Excellency while he is inspecting their commands. The troops will remain at the "order" during this inspection.

(e) On one "G" being sounded all executive orders for firing the feu-de-joe will be given by the O's C. Detachments (vide Manual of Ceremonial, 1912, Sec. 141). The H.K.S. R.G.A., will not commence firing until the signaller with the O.C. troops drops his flag.

(f) After the last round of the feu-de-joe has been fired and arms been "ordered" the O.C. troops bugler will sound one "G" on which O's C. Detachments will give the following executive words of command: "Fix bayonets," "slope arms," "order arms," "remove head-dresses," "three cheers for His Majesty the King."

(g) O's C. Detachments will then give the following words of command: "Close ranks—march," "slope arms," "form fours," "right," "by the right quick march," and on arriving at the flag (A) "eyes right."

K. R. YOUNG,
Major,
Adjutant H.K.V.D. Corps

IN THE SUPREME COURT OF HONGKONG PROBATE JURISDICTION ACTION NO. 2 OF 1922.

BETWEEN

Lau Tai Tsau, Lau Tang Shi, Lau She Shi, Lau Yiu Shi and Lau Li Shi Plaintiffs

and

Lau Shiu Chuen Defendant

By order of the Supreme Court of Hongkong

Under the direction of the Registrar, Supreme Court

Messrs. Lammert Brothers have received instructions to sell by

PUBLIC AUCTION.

on

TUESDAY the 30th day of May, 1922, at 3 o'clock p.m.

WITHOUT RESERVE.

At the right title and interest of the above named defendant

Lau Shiu Chuen alias Lau Vai Chun or (Chan) of and in the following property situate in the Colony of Hongkong.

No. 27, Bonham Strand, Victoria, being Sub-section 2 of Section B of Marine Lot No. 4.

Particulars and conditions of sale can be obtained from Messrs. DENNIS & ROWLEY, No. 8-A Des Voeux Road, Central, Hongkong, Solicitors, &c., or from

Messrs. LAMMERT BROTHERS, The Auctioneers, Hongkong, 19th May, 1922.

NOTICE.

HARBOUR LAUNCHES.

WITH a view to assisting work in the Harbour during the negotiations between those concerned in the present dispute, it has been arranged to inaugurate a towing service to expedite the shipping and landing of cargo.

Commencing from to-day a towing launch will be stationed in the vicinity of Jardine's West Point Wharf to assist lighters and junks which should assemble there.

It is also hoped to arrange for loaded cargo boats to be towed from alongside Steamers to West or East Point as required.

SIGNALS. Junks and lighters requiring towing assistance will hoist two baskets in the rigging. The towing launch detailed for duty will be distinguishable by a Red Ensign at the Fore. Steamers which have loaded lighters alongside which require towing assistance should hoist Red Ensign at the Fore.

CHARGES. \$2.00 will be charged for towage of boats over 60 tons, and \$1.00 for those under. The foregoing is a provisional arrangement subject to amendment as required.

No responsibility can be accepted for loss or damage arising in connection with the above service.

For LAUNCH REQUIREMENTS COMMITTEE.

S. T. WILLIAMSON

UNION BUILDING. Tel. No. 3755.

LAU CHU PAK (Deceased)

All Claims against the estate of the above deceased must be sent to the undersigned forthwith.

F. E. NASH,
Solicitor
10, Queen's Road, Central.
Dated the 18th day of May, 1922.

NOTICE.

OPEN TO INSPECTION.

NEW Model Well-known Delabaye seven-seater. Agent now in Hongkong cordially invites attention of motorists. For particulars at French Consulate, Alexandra Buildings.

Youth Counts No Cost. Scorns the Advice of Age.

At Twenty-one Youth is the Spirit of Unrestrained Joy & Fleeting Romance. Real Again the Happiness of the Days

"WHEN WE WERE TWENTY-ONE"

From the Godwin's Most Famous Play

Watch The Opening Date.

The Management of

KOWLOON THEATRE

regret that, on

account of the Strike

THE FOX-TROT COMPETITION

is postponed to Tuesday, May 30th.

CALICO DANCE

TO-NIGHT.



S. S. "BIYO MARU" (FREIGHTER)

8,800 Tons Displacement

will be despatched on or about June 11th.

For JAVA & NEW YORK (via Suez)
Taking cargo for BATAVIA, SAMARANG, SOURABAYA & NEW YORK.

Y. TSUTSUMI,

Manager.

Tel. 2374 & 2375.

King's Building.

THE COWIE HARBOUR COAL COMPANY LIMITED.

SILIMPON COAL.

THE undersigned are prepared to quote prices for best quality freshly mined SILIMPON COAL, trimmed into Bunkers at SEBATTIK or SANDAKAN (British North Borneo) or to contract for regular Bunker Supplies for 6 or 12 months at favourable rates.

Steamers calling at SEBATTIK or SANDAKAN exclusively for Bunkers are exempt from payment of ordinary Port Charges. The minimum draft of water alongside the Company's Wharf at Sebatik is 28 feet at low water Spring Tides. Charts of Cowie Bay (Sebatik Harbour) and any required information concerning the port can be had on application to

BRADLEY & CO. LTD.
Agents,
The COWIE HARBOUR COAL CO. LTD.

FOR SALE.

ABSOLUTELY NEW

Two 80 BHP. Single Cylinder Bolinder Oil Engines. Revs. 225 per minute.

(2) Two 50 BHP. two cylinder Bolinder Oil Engines direct connected to 25 KW.115 Volt direct current (compound wound) dynamo complete with back of board field rheostat for each machine.

(3) Two oil fuel tanks capacity of each 20 tons.

Apply to Bolinders, c/o this Paper.

"STATE" BOATS.

Vessels to be Re-named.

We are informed that the five vessels operated by the Admiral Line in the Trans-Pacific trade will be renamed as follows:—

The s.s. "Bay State" to be the "President Madison".

The s.s. "Keystone State" to be the "President McKinley".

The s.s. "Pine Tree State" to be the "President Grant".

The s.s. "Silver State" to be the "President Jackson".

The s.s. "Wanatchee" to be the "President Jefferson".

This is in line with the United States Shipping Board's policy whereby all the vessels heretofore known as the State type will be named after former Presidents of the United States.

CORRESPONDENCE.

(To the Editor of the "Hongkong Telegraph.")

Strike Queries.

Sir,—As a member of the long-suffering public which indirectly has to pay for strikes as well as feeling the maximum inconvenience arising therefrom, I wonder whether you could give me any information regarding the following:—

(a) What is actually paid by the individual launch owners to the various "Ratings" employed on local launches, including perquisites other than money?

(b) Were the Delegates who are negotiating on behalf of the owners supplied with this information?

(c) Did the Delegates make use of this information in arriving at their offer to the men before the commencement of the strike?

(d) Has any attempt been made to find out and tabulate the conditions under which the various "Ratings" work and live to enable the estimation of a fair living wage?

(e) Is there at present a standard minimum wage for the various launch "Ratings" in this Port?

Yours etc.

"B.B.P."

Hongkong, May 23, 1922.

LAWN BOWLS.

Craigengower v. Kowloon.

The first League match of the season between the Craigengower Cricket Club and the Kowloon Cricket Club was played at the former's green on Saturday last and the visitors were heavily defeated by 83 to 31. Mr. Bassa's team played exceptionally well, considering the fact that he had two recruits, Green and Souza, and at the tenth head Mr. Bassa had 20 shots to Mr. Gibson's nil. The following are the scores:—

C.C.C.	K.C.C.
G. Green	R. Hunter
M. A. Souza	A. O. Brown
U. M. Omar	J. P. Robinson
R. Bassa (Skip) 31	J. Gibson (Skip) 6
C. M. Alves	Nicol
L. G. Rodrigues	Davidson
H. Fisher	Overy
W. Pitt (Skip) 21	J. Gibson (Skip) 14
G. J. Spink	Stevens

THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND
PASSENGER SERVICE.

LONDON SERVICE.

(Direct)

LYCAON 33rd May London, Amsterdam & Antwerp
Kf. of the GARTER 1st June London & Hamburg
HELENUS 5th June London, Rotterdam & Hamburg
EURYLOCHUS 13th June London, Amsterdam & Antwerp

LIVERPOOL SERVICE

(Direct or via Continental Ports)

EURYDAMAS 2nd June Havre & Liverpool
YANTZSE 20th June Genoa, Marseilles, Liverpool & G'gor
PHENIX 2nd July Marseilles, Havre & Liverpool

PACIFIC SERVICE

(via Kobe and Yokohama)

IXION 31st May Victoria, Seattle & Vancouver
TALHYBIUS 20th June "

NEW YORK SERVICE

(via Suez or Panama)

DEUCALION 5th June via Suez
ALCINOUS 15th June via Suez

PASSENGER SERVICE

PYRRHUS 21st June for Shanghai
PYRRHUS 19th July for Singapore & London
MENTOR 15th Aug. for Singapore & London

For Freight and Passage Rates and all Information Apply to:—

BUTTERFIELD & SWIRE

(JOHN SWIRE & SONS, LTD.)

AGENTS.

THE EAST ASIATIC CO., LTD.

COPENHAGEN.

The M. S. "MALAYA"

will be loading for Genoa, Dunkirk, Rotterdam, Amsterdam, Ham-
burg, Copenhagen and other Scandinavian Ports, about 11th. June.

Further Sailings:—

Expected on or Will leave for above ports
about on or about.

M.S. "PERU" 1st. August 7th. September.
M.S. "AFRIKA" 15th. August 22nd. September.
M.S. "JAVA" 1st. September 7th. October

Subject to change without notice.

For further particulars please apply to:—

MANNERS & BACKHOUSE, LTD.

Agents.

Hongkong, 22nd. May, 1922.

SIAMESE STEAMSHIP COMPANY.

Sailings from Hongkong:—

For Steamer To Sail.

BANGKOK 24th May at 4 p.m.
BANGKOK 29th May at 4 p.m.

For further particulars apply to:—

BUTTERFIELD & SWIRE,

(JOHN SWIRE & SONS, LTD.)

Agents.

Tel. 36

KERR STEAMSHIP CO., INC.

Service to New York, via
Panama Canal

S.S. "GRANDE GAARD"

(For Manila and New York, sailing on or about
the 30th. May.)

For freight and particulars, apply to

SHEWAN TOMES & CO.

Agents.

CONSIGNEES.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

From TACOMA, via SEATTLE,
YOKOHAMA, KOBE,
SHANGHAI and MANILA.

The Company's Steamship
"AFRICA MARU"

having arrived from the above
ports, Consignees of Cargo are
hereby notified that their goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown

Company's Godowns at Kowloon,
where delivery can be obtained
as soon as the goods are landed.

Goods not cleared by the 26th.
May, 1922, will be subject to rent.

Damaged packages must be left
in the Godowns for examination
by the Consignees' representatives

and the Company's Surveyors,
Messrs. Goddard and Douglas, at
10 a.m. on Wednesday and Satur-
day. All claims must be present-
ed within Ten days of the

steamer's arrival here, after which
date they cannot be recognized.
No claim will be admitted after
the goods have left the Godowns.

No fire insurance whatever will
be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

OSAKA SHOSEN KAISHA,

Y. YASUDA,

Manager.

Hongkong, 20th. May, 1922.

NOTICE TO CONSIGNEES.

NANYO YUSEN KAISHA, LTD.

The Steamship

"CHERIBON MARU"

having arrived from the above
ports, consignees of cargo by bar
are hereby informed that all
goods are being landed at their
risk into the Godowns of the
Sui Heong Yuen, at Yaumati,

whence delivery may be
obtained.

Goods not cleared by the 27th.
inst., will be subject to rent.

All broken, chafed and damag-
ed packages are to be left in the
Godowns where they will be
examined at 10 a.m. on the 27th.
inst. Claims against the steamer
must be presented within 10
days of arrival otherwise they
will not be recognized.

No fire insurance will be effect-
ed by us in any case whatever.

Bills of Lading will be counter-
signed by

NANYO YUSEN KAISHA, LTD.

Hongkong, 21st. May, 1922.

NOTICE TO CONSIGNEES.

KONINKRIJKE PAKETVAART

MAATSCHAPPIJ.

FROM BELAWAN DELI,
PENANG and SINGAPORE.

The Steamship

"VAN OVERSTRATEN"

having arrived from the above
ports, consignees of cargo by bar
are notified that all goods are
being landed at their risk into the
hazardous and/or extra hazardous
godowns of the Hongkong and
Kowloon Wharf and Godown Co.,
Ltd., whence and/or from the
wharves delivery may be obtained.

Goods not cleared by the 24th.
May, 1922, will be subject to rent.

Claims against the steamer
must be presented in writing
within ten days after arrival of
steamer, otherwise they will not
be recognized.

No fire insurance will be
effected by the undersigned in
any case whatever.

Bills of Lading will be counter-
signed by

JAVA-CHINA-JAPAN LIJN.

Agents.

Hongkong, 17th. May, 1922.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE ADMIRAL LINE.

The Steamship
"PINETREE STATE"

having arrived from Seattle,
Wash., via ports, on May 21st, con-
signees are hereby notified that
their cargo is being landed at their
risk into the Hazardous and/or
Extra-Hazardous Godowns of
The Hon Shan Godown Co., Nos.
1 & 2, Dundas Street, Yaumati,
and stored at consignees' risk.

Consignees of cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports
and Exports, Hongkong, before
Bills of Lading will be counter-
signed.

All broken, chafed and damag-
ed cargo is to be left in the Go-
dows, where it will be examined
at 10 a.m. on May 27th. by the
Company's Surveyors, Messrs.
Anderson and Ash.

All claims must be presented
within thirty days of the steamer's
arrival here, after which they
cannot be recognized. No Claims
will be recognized after the goods
have left the Godowns, and cargo
undelivered on and after May
29th. will be subject to rent.

No fire insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

PACIFIC STEAMSHIP CO.,

United States Shipping Board

Emergency Fleet Corporation,

Managing Agents,

THE ADMIRAL LINE.

5th. Floor, Union Building,

Hongkong, May 22nd. 1922.

NOTICE TO CONSIGNEES.

OSAKA SHOSEN KAISHA.

The Company's Steamship

"ALPS MARU"

having arrived from the above
ports, Consignees of Cargo are
hereby notified that their goods
are being landed and placed at
their risk in the Hongkong and
Kowloon Wharf and Godown

Company's Godowns at Kowloon,
where delivery can be obtained
as soon as the goods are landed.

Goods not cleared by the 26th.
May, 1922, will be subject to rent.

Damaged packages must be
left in the Godowns for exami-
nation by the Consignees' repre-
sentative and the Company's Sur-
veyors, Messrs. Goddard and

Douglas, at 10 a.m. on Wednesday
and Saturday. All claims must
be presented within Ten days of
the steamer's arrival here, after
which date they cannot be

recognized. No claim will be
admitted after the goods have
left the Godowns.

No fire insurance whatever will
be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

OSAKA SHOSEN KAISHA,

Y. YASUDA,

Manager.

Hongkong, 21st. May, 1922.

NOTICE TO CONSIGNEES.

BIG FIRE AT EUROPEAN STORE.

It is estimated that something
like 115,000,000 worth of products
were lost in the fire on the night
of May 1, in Edward Meyer's
godown on the border of the
Russian and Italian Conces-
sions, in Tientsin. The fire broke
out at about 7.30, as the result, it
is thought, of some negligence on
the part of one of

the firm's Chinese employees;
and 30 minutes later, before the
fire brigades had got properly to
work, the destruction of the hides,
etc., in the godown was inevitable.

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"TRIESTE"

From TRIESTE via SINGA-
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& VENICE.

Consignees of Cargo are hereby
informed that all Goods are being
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dows of the Hongkong and Kow-
loon Wharf and Godown Com-
pany, Ltd., at Kowloon, whence
and/or from the wharves delivery
may be obtained.

Optional Cargo will be forward-
ed unless notice to the contrary
be given before 17th. inst.

No claims will be admitted after
the Goods have left the Godowns,
and all Goods remaining unde-
livered after the 23rd. inst. will
be subject to rent.

All claims against the steamer
must be presented to the Under-
signed on or before the 2nd. prox.
or they will not be recognized.

All broken, chafed, and damag-
ed Goods are to be left in the Go-
dows, where they will be exam-
ined on the 23rd inst. at 10 a.m.

No fire insurance has been
effected.

Bills of Lading will be counter-
signed by

DODWELL & CO., LTD.,

Agents.

IRRITATED & INFLAMED

EYE

can be directly traced in many
cases to the Sunday motor trip
and golfing. The dust from some
sections of the local roads con-
tain a decided eye irritant. A
suggestion for these trips would
be to keep the windshield up and
and use a pair of Sun glasses.
Sun glasses of any pattern with
either Crookes, Luxel, Fienzal,
Amber, London Smoke, or Blue
lenses are obtainable at very
moderate prices from The Hong-
kong Optical Co., successors to
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FRECKLES AND HIS FRIENDS

Kid Talk

BY BLOSSER



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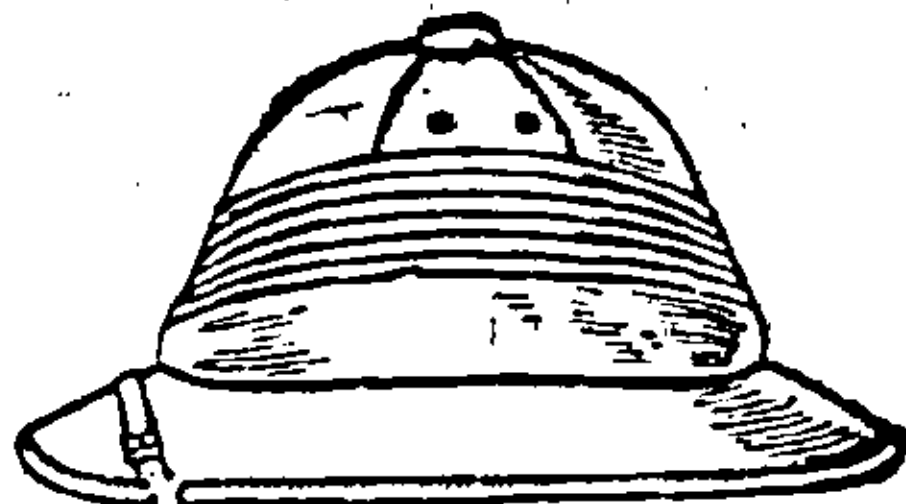
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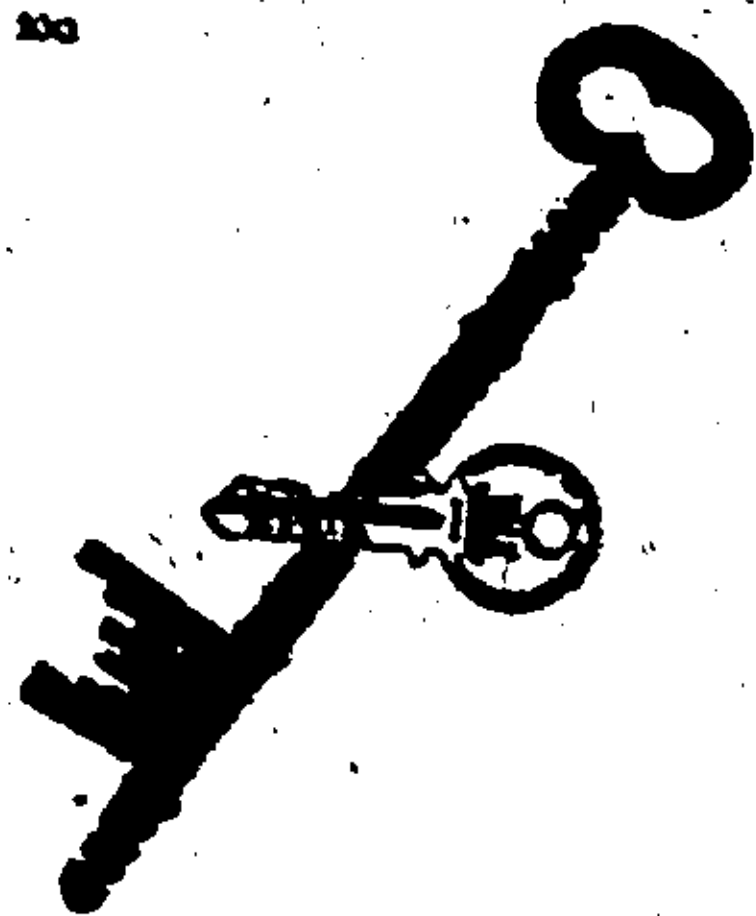
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A great benefit was
conferred upon a key-carrying
race when Linus Yale, Jr.,
discovered that in order to
have a strong lock it wasn't
necessary to carry a big key.

YALE

The Telegraph.

HONGKONG, 23rd May, 1922.

THE CHINESE PUZZLE.

The reports in regard to a possible military combination between Chan King-ming and Wu Pei-fu are so conflicting that it is impossible to know what is really happening in this connection. One statement is to the effect that an actual understanding has been reached between the two and that Chan has gone so far as to ask Wu's assistance in defeating Sun Yat-sen, who is accused of insincerity and as being the main obstacle in the way of the reunification of China. That report lends colour to the belief that Chan and Sun are at absolute loggerheads, in spite of the assurances of Dr. Wu Ting-fang that they are working in close harmony on the expedition against the North. Incidentally, the assertion that Chan heartily approves of this military venture makes Chan's actual non-participation in it rather difficult to understand.

Coincident with these stories of an alliance between Wu Pei-fu and Chan King-ming for the purpose of over-riding Sun Yat-sen and in this way securing union between North and South, comes a report that Chan's return to Canton is shortly expected. That would appear to suggest either that, as Dr. Wu Ting-fang declares, Chan has not broken with his former associates, or that he is biding his time and will only return when he can secure control. In fact, the more one analyses the situation, the more complex does the position appear. Events should, however, soon tell whether Chan is the faithful supporter of Sun Yat-sen that Dr. Wu Ting-fang says he is. The Governor of Kwangtung speaks of the differences between the two as being merely "minor." But that hardly squares with Sun's own statement that he dismissed Chan because of insubordination. Latest reports seem to show that Chan is outwitting Sun and we may soon expect to see him restored to power in Canton.

Ricksha Fares.

A case at the Magistracy yesterday draws attention to the need of placing ricksha-hire upon a clearer footing. The passenger, a Chinese, tendered 13 cents for a fifteen-minute journey, which is the exact legal fare. Considering that the journey was made in the small hours and at a good pace, the coolie had excellent reason to look for "cumsa." This was not forthcoming, which did not justify the coolie in using abusive language. In the circumstances the caution administered to the accused may be held to have sufficiently met the case. It is not uncommon, however, to see ricksha coolies mumbling because they are not paid a substantial excess, even though the passenger may not have had the vehicle nearly as long as the scale entitles him to. The literal meaning of the words is unintelligible to the average European fare, but the intention is obviously offensive. As things stand, the passenger is in a quandary. He feels that the legal scale does not do the puller justice, and the fare tendered varies largely with the passenger, the result being that the coolie comes to look upon the top figure (perhaps paid by some inexperienced tourist) as his due. If fares were fixed upon a strictly equitable scale, the general body of passengers would have a standard to go upon.

Police Recruits.

As we remarked the other day, Hongkong may be regarded as an orderly colony, but there are black spots. It is well to learn, therefore, that the European department of the Police is being reinforced by some men of the garrison. This is a temporary arrangement, and it is to be hoped that by the time the period of these interim recruits' service has been completed the force will have been augmented by the proposed additions from Home. With more men available we may expect to see an improvement in the state of affairs at Yau-mati and the area just beyond Causeway Bay.

The Cotton Industry.

A recent statement had it that Japan occupies only a very modest position in India as a competitor of Britain. The secretary of the Sino-British Trade Association takes up this point, and in a letter to the Press at Home points out that a correct view of Japanese competition with Lancashire can only be seen by taking the neutral market of China. He notes that the Chinese Maritime Customs returns show that in 1913 Japan supplied almost one-third of China's cotton piece imports, which was roughly half of that supplied by Britain. In 1920 she supplied more than half of the cotton piece imports, and she was far ahead of England. The position is still more ominous as regards cotton yarn, seeing that in 1920, for every pound of English yarn about 50 lbs. of Japanese yarn were supplied. As China has infinitely greater natural resources than India, especially coal and water power, and as the Chinese are abler business men and abler agricultural and industrial workers, proceeds the Association's secretary, China's production and foreign trade are bound to exceed India's business very considerably as soon as the country has a modicum of order and of good roads, railroads, modern machinery, etc. In a few years China may buy twice as much cotton as India. In regard to the period referred to, the Association's secretary fails to make due allowance for Britain's pre-occupation with the war, as a result of which our all-round trade with China, as with other countries, fell off, though there has been some recovery of our position in the China market. In any case, however, it was practically inevitable that with the growth of Japan's industries there would be an advance in the figures of the eastern island empire. This renders it more than ever incumbent upon British traders and commercial institutions to be on the alert, and, if the Association's secretary correctly represents British organisation at the Treaty Ports as being inadequate, it is to be hoped that his Association, as also bodies like the China Association and the F.B.L. will do their utmost to stimulate effort. The need of special application makes additionally gratifying the settlement of the cotton dispute at Home.

DAY BY DAY.

UNTIL WE HAVE SEEN SOME-ONE GROW OLD, OUR EXISTENCE REMAINS STATIONARY. WHEN WE FEEL CERTAIN OF HAVING SEEN IT (WHICH IS NOT EARLY) THE EARTH BEGINS A LITTLE TO LOOSEN FROM US.—Walter Savage Landor.

A special service is to be held at the Sikh Temple to-morrow (Empire Day) from 7 to 8 a.m. Gold leaf to the value of \$6,400 was yesterday stolen from a money changer's shop at Bonham Strand when an assistant absconded.

Command orders state that the official rate of the dollar for the month of June, for all payments fixed in sterling which have to be made in Hongkong and on the China Station will be 2s. 6½d.

Racegoers will be interested to hear that among the entries for the next Gymkhana are the following good ponies which arrived last week from Shanghai:—Blot, Koba, Mr. Dyer's Dun, Pickpocket, Wild William, Mon Homme, Mr. Alves's Grey and The Romer.

The Russian pianist, professor Sklarovski, who is well-known in Hongkong, was badly injured in the face at Harbin recently. He was crossing a railway viaduct when he was run into by a runaway droshky. As his hands are his greatest asset, Professor Sklarovski did not use them to protect his face; otherwise, he would not have been so badly injured in the face.

It seems as though Hongkong has to look abroad to find its news, for we learn from a Canton paper that the rice mill labourers here have submitted demands to their employers for an increase of wages. Men earning \$10 and under are asking for 40 per cent. increase and those earning over \$10 are asking for a 20 per cent. increase. The question of a settlement is now being considered.

Dancers will learn with keen disappointment that the fox-trot competition planned for the Kowloon Theatre this evening has been postponed owing to the launchmen's strike. This novel event has now been fixed for next Tuesday, but in order not to disappoint Kowloon dancers still further, a calico dance will be held to-night on the lines that have hitherto proved so popular.

Old residents will regret to learn of the death of Mr. E. T. Bond, who was well-known in Macao and Canton, where he had spent many years. He came out to China in 1883 to join the well-known firm of Deacon and Co., and after the death of Mr. Ernest Deacon was taken into partnership about 1892, and eventually became senior partner retiring from the firm in 1907. He leaves a widow, who formerly resided at Canton, a son and two daughters.

WESTINGHOUSE CO.

Hongkong Office Proposed.

We learn that for the purpose of extending its business in China, the Westinghouse Electric International Company has decided to divide the country into two sections—north and south. For the former, Mr. McCloskey will be the manager, with offices in Shanghai, whilst for the south Mr. Joseph D. Birrell will be manager and hopes later on to open offices in Hongkong. In the meantime, Mr. Birrell will remain here and will be at the service of those requiring modern electric equipment. He is at present staying at the Repulse Bay Hotel.

CHINESE Y. M. C. A.

Money for the Kowloon Building.

We learn that the Chinese Y. M. C. A. has secured from the Government a big plot of land, comprising 34,000 square feet, as the site of its proposed new building in Kowloon. The site is situate just off the Coronation Road, at the junctions of Wellington and Pitt Streets.

The campaign for raising funds is proceeding splendidly. Last evening the six captains of the "drive" reported that after three weeks' work they had succeeded in raising \$44,440 towards the sum of \$100,000 aimed at. The campaign is being continued with much enthusiasm.

TROUBLE ON
"SUVERIC."

Chief Steward and Chief Officer.

Trouble aboard the Bank Line's steamer Suveric whilst she was lying off Stonecutters on the 20th resulted in the chief steward, Sayed Yacoub Ali, appearing before Comdr Backwith, R.N., at the Marine Court, this morning, on charges of refusing to obey orders from the chief officer, Mr. Arther, and also with assaulting him. The chief steward brought a cross-summons for assault against the chief officer. Mr. M. H. Turner appeared for the chief officer, while the chief steward conducted his own defence.

From the evidence given by Captain Mollwaine and Mr. Arther, it appears that the steward saw the captain and said he could not arrange for having the sheep on board fed. The captain told him he would make other arrangements. The steward said the chief officer had promised him five rupees for doing the work, but he had not given it. The captain sent for the chief officer and asked if this was correct. The chief officer denied having offered the chief steward the money, whereupon the steward called him a liar and struck him on the ear, drawing blood. The chief officer retaliated and there was a scuffle, as a result of which the summonses were taken out.

The chief officer went into his room, caught him by the neck and abused him.

This the chief officer denied. Mr. Turner submitted that the story as told by the captain and chief officer went to show that the chief steward was guilty both of refusing to obey orders and of assault. It was admitted that the chief officer hit the steward, but Mr. Turner asked the Court to remember that the chief officer was responsible for maintaining discipline. The steward struck him and drew blood and that, Mr. Turner contended, justified the chief officer in returning the blow. It was a provoked assault and he asked that the cross-summons be dismissed.

In passing sentence on the chief steward of six weeks' hard labour, the Marine Magistrate said he found both counts proved. He dismissed the cross-summons on the grounds that he considered that the provocation justified the assault.

WOULD NOT DECEIVE
BLIND.'Prisoner's Opinion of
Counterfeit Coins.

"In Hongkong even the blind would not accept such coins." This is what one of the five prisoners who appeared at the Sessions before Mr. Justice Wood, this morning, is alleged to have said with regard to some counterfeit coins of which the five men were charged with being in possession. In addition to the charge of possession, one of the prisoners was also charged with importing counterfeit coins from Kowloon.

The jury were Messrs. F. Lamert (foreman), W. R. Wilkinson, A. A. Alves, Wong Sheung-chau, J. V. Haverkamp, H. J. M. de Figueiredo and H. G. Eales. The Attorney-General (Hon. Mr. J. H. Kemp) explained that the police searched the second floor of No. 2, Po Tak Street, where were the five prisoners and one other man and found 1,102 counterfeit 5-cent coins, 333 10-cent and 142 20-cent.

The statement of one of the prisoners, the Attorney-General told the Court, was that \$90 worth of coins was brought him by a friend. He found that the money was counterfeit and told his friend that in Hongkong even the blind would not accept such coins, for as soon as they were taken in the hand it was apparent that they were bad. They were light and weighed only 1.1 mace, while good coins weighed 1.4 mace. He advised his friend that he had better take the money back to Kowloon.

The Attorney-General suggested that this statement meant that it was no use trying to pass the coins in Hongkong because they were not good imitations.

Two of the prisoners were sentenced to 5 years' imprisonment, one to 18 months' and the other two were discharged.

LAUNCH STRIKE.

Where are the Delegates?

There is an admixture of disappointment and confidence to-day among the business men and officials who are dealing with the launchmen's strike.

The cause of the disappointment is that the men's delegates, who, according to a morning contemporary had arrived in the Colony from Canton last evening, have not yet shown up at the office of the Secretary for Chinese Affairs or to anybody else. Therefore, nothing has been done to-day to further negotiations, for it is rightly felt by people here that negotiations by correspondence are by no means satisfactory or expeditious.

Mr. Hallifax received a letter from the Union yesterday containing nine new demands in the shape of resolutions passed by the strikers in Canton. The following are the resolutions adopted:—

1. That wages be paid to the strikers from the date of the strike to the resumption of work, according to the new scale of wages, and that no deduction be made.

2. That whatever increase agreed upon be reckoned from April 1st.

3. That all strikers be re-instated and none of them be dismissed within three months after settlement without satisfactory reason.

4. That the working hours of men employed on launches and motor boats be limited to 11 hours a day, from 6 a.m. to 5 p.m., and overtime work be paid for accordingly. Men working after the black typhoon signal has been hoisted to be given double pay according to the hour.

5. That after the signing of the agreement, foreign and Chinese owners engage men through the Guild.

6. That men working on launches be given twenty-four hours holiday a month.

7. That men working on ferry boats, passenger motor boats and launches engaged in towage, work only 10 hours a day in two shifts, and men doing overtime work be given double pay.

8. That foreign or Chinese owners, who require coxswains or No. 1 engineers, engage them on a three months' contract, during which period they cannot dismiss them without proper reason.

9. That launches used to tow cargo boats or lighters out of the harbour engage pilots so that the coxswains may be free from the responsibility.

No reply has been made to this letter, for it was generally expected that the delegates would show up to-day. Up to the time of going to press this afternoon there had been no sign of them and therefore the position is very much where it was. So much for the disappointment.

Regarding the confidence, it is manifesting itself in relation to the measures taken by the shipping community to get essential cargoes moved and thus keep shipping from being held up. Mr. H. P. White, one of the owners' delegates, told a telegraph representative this morning that matters were getting very much better in the harbour. They now had nineteen steamers doing duty and the general organisation of the emergency measures was getting much better.

Kowloon residents testify to the better service of "Star" ferry boats, and the naval men are showing a commendable degree of adaptability in handling the craft in such tricky waters as are to be found when crossing the harbour.

It is not expected that any further move towards a settlement will be made before the men's delegates get into direct touch with the other side.

MORE POLICE.

Fifty Soldiers Sworn In.

Circumstances having necessitated an increase in the strength of the Police Force, some 50 N.C.O.'s and men of the R.G.A. have, during the week-end, been sworn in as constables for a period of four months. They have all taken the oath before a magistrate.

One sergeant who appeared with others asked the magistrate if the service were entirely voluntary, and on being informed that that was the case he said he preferred not to be sworn in and was accordingly not included amongst those accepted.

Fifty Indians from the H.K. S.B. R.G.A. were today enlisted to further strengthen the force.

POLICE COURT SCENE.

Unruly British Seaman.

An unruly prisoner was Herbert Harte, a British seaman, who to-day appeared before the Magistrate (Mr. R.E. Lindell) on two charges of being drunk and disorderly and of assault on Police Sergeant Dixon in the execution of his duty.

Captain Frank Baylis, Deputy Shipping Master of the Harbour Office and Superintendent of the Sailors' Home, said that Harte absolutely refused to recognize any authority whatever since he was put into the Sailors' Home three weeks ago. Everybody was more or less afraid of him, and the language he used at times was disgustingly filthy. Harte, who was a seaman of the steamer Lord Sefton, was left behind in witness's charge by virtue of section 41 of the Merchant Shipping Ordinance of 1905. He was to have been sent out of the Colony on Saturday by a Blue Funnel boat but opposed this. Witness had occasion to take him before the Harbour Master, but his conduct was equally insolent there.

Yesterday at about 2.40 p.m. witness sent for Harte and offered to pay him his wages conditional on his leaving for Home, which was the only alternative to his refusal to take the passage that had been arranged for him. Harte, witness continued, again refused to accept the offer of this passage or to take the money. He became insolent and abusive, and was violent when ordered to leave the office. Witness made an attempt to put him out of the office but he retaliated by throwing the witness back against his desk, and probably would have assaulted him had not Captain Lewis, who was within hearing, come to his aid. Sergeant Dixon was sent for and with their combined force the seaman was put under arrest.

When Captain Baylis had concluded his evidence, the defendant had a few questions to put. One of those was—Captain Baylis took me before the Harbour Master on Wednesday, is that so?

Captain Baylis:—Yes, I took him before the Harbour Master, but he was not in. I then took him before the Assistant Harbour Master.

Defendant:—That was a lie. I was left there for two hours whilst you beat it. The only trouble was that I wanted to go before the Harbour Master and I was kept waiting. I want to get my rights and I am going to have them.

Captain Baylis said that after the defendant's hospital expenses had been paid for him, he would have to pay his passage home. Defendant said it was impossible to expect him to pay for the passage. He had been left here sick and under the Merchant Shipping Act of 1905 he was not supposed to have been left behind at all. "And I have it in my book that they must take me home," he added, producing some books.

His Worship looked up the Merchant Shipping Act, and after a minute's investigation said:—I find you are not entitled to have your passage home, as this illness is the result of your own folly.

On being informed the ordinance was conclusive on this point, Harte burst out:—God damn it! A man must have a fair show.

The Magistrate:—Hush. Police Inspectors:—Hush. The Chinese Court constable:—Shh, shh.

The defendant:—Don't you come near me or speak to me, you—pr'll smash your face in.

Fearing violence, the lukong retreated and hastily put the dock railings between himself and the defendant.

His Worship:—As to this charge of being drunk and disorderly, you deny you were drunk?

Defendant:—I deny it absolutely. This man (indicating the Superintendent) at 2.30 got a policeman down and said I was insane.

The Superintendent:—He was drunk.

Defendant again used some very offensive terms against the witness, which caused the Magistrate to retort:—You have to behave yourself in this Court. I won't have it. You are to speak quietly.

Harte:—I don't want to talk quietly. This man is down on me.

His Worship:—Kindly keep quiet.

Sergeant Dixon, in evidence, corroborated Captain Baylis' evidence in regard to the defendant's conduct.

ANOTHER GIFT.

Sir Paul Chater's Latest.

We are informed this afternoon that following on his recent gift of \$50,000, the income from which is to be divided equally between the British Legion and the Ex-Active Servicemen's Association, Sir Paul Chater has today handed \$5,000 to the Ex-Active Servicemen's Association to provide the necessary furnishings of a Club which is to be opened early next month in Queen's Road Central for the use of ex-active servicemen.

MISTOOK THE TIME.

Defaulting Juror Excused.

When the names of the jury in a robbery case were called yesterday morning Mr. A. W. da Rosa was absent. This morning Mr. Justice Wood asked for an explanation.

Mr. da Rosa said he was under the impression that the time he was required to attend Court was 2.15. When he arrived in the afternoon he saw the Registrar about it. He waited from 2 o'clock until 4 o'clock.

His Lordship accepted this explanation.

CAUSE OF FENGHIEN DEFEAT.

Alleged Treachery.

According to a Japanese military critic, up to Mr. 4, the honors had been pretty nearly equally divided between the Fengtien and Chihli troops, with the odds slightly in the former's favour. The direct cause of the former's defeat was due to the betrayal of part of the 16th, and the 7th Divisions under Lieut. Gen. Chang-chinghui. This caused a bad slip in the Fengtien right wing and a general collapse. The 16th Division contains a large quota of Chihli men and has stayed so long at Peking that they are naturally in sympathy with the Chihli faction. Secondly, Lieut. Gen. Chang-chinghui was from the first for a peaceful solution of the issue without bloodshed. Thirdly he was in league with Gen. Wang Huai-ching in command of the Peking Garrison.

On the eventful 4th, an attack was made on the Fengtien right wing, and the Fengtien front line gave way and went to pieces.

The strength of each side is put at about 70,000, spread over a broad front of 75 miles.

our of the defendant; when he was being arrested. "I proceeded down the stairs and at the bottom I told defendant I was going to arrest him. He said 'No man can arrest me' and hit me with his hand. He also kicked me in the leg. I got him into the Det. Voerux Road entrance."

Defendant:—You came down with the sleeves of your shirt rolled up to the elbows. You never said a word, but you gave me one in the jaw. You soaked me first and in defence I retaliated, as was only natural, and as any Briton would do.

The defendant produced his references, and consulting them, his Worship said that it was a particularly good record. To Inspector Kent:—What was defendant's condition at the Station?

Inspector Kent:—He was very much under the influence of drink. His language was something filthy. Any man in his senses would not have used the language he used. I had to get down from my quarters in order to put a stop to it. For an Englishman he used language which was filthy.

Defendant:—Very sorry I was ever an Englishman.

His Worship:—I find both charges proved against you. For being drunk and disorderly I fine you \$10, or 14 days. For assaulting the Sergeant \$5 or seven days, both sentences to run concurrently. I would have fined you more but for your good record.

Defendant was forcibly removed from the Court still protesting. Captain Baylis told the Court that if he had to pay the fine out of the money he had charge of, the defendant would be left without any money.

His Worship said that was a matter which did not concern the Court.

A NEW YANGTZE STEAMER LAUNCHED.

Fine Cargo Boat for Upper River.

Despite the inclement weather, there was a fair number of visitors at the New Engineering and Shipbuilding Works, Ltd., to witness the launching of the str. Ping-wo, which was built to the order of the Indo-China S. N. Co., Ltd., for its Upper Yangtze trade. Mrs. A. Brooke Smith gracefully performed the christening ceremony and the vessel glided into the water very smoothly.

At a reception following the launch Mr. C. H. Arnold, chairman of the board of directors of the New Engineering and Shipbuilding Works, in proposing a toast to the new vessel and its owners coupled with the name of Mrs. Brooke Smith, said:—

The Ping-wo has been specially designed and constructed at these works to the requirements of her owners, the Indo-China Steam Navigation Co., Ltd., for trade on the Yangtze, and is of a distinct type embodying many new features and improvements decided on as the result of collaboration with the owners' representatives with a view specially to fitting her for the trade upon which she will be engaged.

I need scarcely enlarge upon the activities of the Indo-China Navigation Co. on this coast. Their enterprise forms one of the most important links in the chain of commerce between China and overseas countries, and their action in adding another vessel to their already large fleet of steamers, indicates the high hopes held by this shipping company for the future development of China's trade.

Speaking on behalf of the New Engineering and Shipbuilding Works, I would like to express our keen sense of appreciation at the confidence reposed in us in entrusting us with the construction of this specially-designed vessel. I hope that the result will justify this confidence.

Before concluding I would like to refer to the very able assistance we have received from Commander Rolf and Mr. G.D. Grant, the owners' marine superintendent, and Mr. Kingwood. These gentlemen have worked with us in the most amicable manner possible throughout the construction of this vessel.

GROWTH OF YANGTZE TRADE. Mr. Brooke Smith replied, and in thanking Mr. Arnold, said:—

It is my privilege to respond to the toast that Mr. Arnold has given you and to express the satisfaction of the Indo-China S. N. Co., Ltd., at the very fine ship which has just been launched. From the way in which she has taken the water, I think there is no doubt that she will prove a great success, and provided the shipping industry increases and grows as it has done in recent years on the Yangtze I feel sure that the owners will be only too pleased to build further ships to cope with the trade on the Yangtze.

DETAILS OF THE PING-WO. The twin screw light draft, river cargo str. Ping-wo is an excellent example of a modern high class cargo, vessel specially designed for service in the Upper Yangtze. Its dimensions are as follows:

Length over all	290 ft.
Length B.P.	280 ft.
Breadth moulded	45 ft.
Depth moulded to Main Deck	13 ft. 6 in.

The vessel is constructed of steel with straight steam and elliptical stern. There are two complete steel decks designated the upper and main deck respectively, extending the full length of the vessel, the exposed upper deck, forward and aft and also the forward alleyways are being sheathed with teak. The main hull is subdivided into five watertight compartments. Stairways from forward the main compartments are allocated as follows. Forepeak, forward cargo hold and 'tween decks, machinery space, after cargo hold and 'tween decks, and after peak.

The cargo hold and 'tween decks are served by extra large hatchways. Cargo ports are arranged on each side for facilitating handling of cargo in 'tween decks.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate-General, Hongkong, from the Manila Observatory at 11 a.m. to-day:—

Cyclone or typhoon near or over Manila moving N.W. or N.N.W.

DAIRY FARM NEWS.

FISH

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"Dairymaid" "
"Shamrock" "

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

"PHILIPS"



TO-DAY'S MISCELLANY.

The cotton towns of Lancashire have just settled this year's holiday scheme. If all Lancashire stopped work at once the seaside resorts would be over-crowded. So the captains of industry have arranged that, so far as possible, only a quarter of a million people shall be holiday-making in any one week. Bolton and the small surrounding towns start the season on July 1. On the following Saturday, Burnley and a group of smaller towns cease work. Blackburn goes to the seaside a week later, and so on to the height of the season on August 26, when the great Oldham Week begins and Blackpool is at its busiest. A smaller contingent from Preston winds up the summer in the following week, but the holidays are not quite over, for throughout September each town takes an additional two days off.

A book recently published on "The American Language," argued that as twice as many people speak "American" as speak English, the former tongue is bound to prevail. It is a terrible outlook. The following from the sporting columns of an American paper, in which the writer appears to be giving a "tip" for a horse race, is a sample of what to expect:

"It comes to me direct from the feed-box that a smart coterie of turf operators has plans completed for a genuine melen-cutting at Mobile. They mean to plant an awful wad of mameas on this bird's bezer. The name of the maverick is Jago and the lads who nurse the split-second watches tell me he worked like greased lightning just before shipping out of New Orleans. So keep your nose to the path and the first time you lamp his name in the entries, just trot over and lay a couple of meggs on the line."

Even in America there must be some people left who would have understood this poor afflicted creature if he had written in English.

A controversy as to whether great writers can be test-tubers recalls the contention of M. Claude Berion, the French publicist, that brilliant geniuses are almost invariably big eaters. Among his own countrymen he cited Balzac, Hugo, Flaubert, and Zola as examples of great writers with unusually large appetites, and in this country Fielding, Thackeray, Dickens, and Macaulay, all of whom were hearty eaters. In the case of his

supreme example, Balzac, he quoted the menu of a little dinner, entirely accounted for by the novelist alone, at the Cafe Verry. It included eight dozen oysters, 12 cutlets, a duckling, a pair of partridges, a sole, and a variety of sweets. Beside this, Handel, who used to order three dinners whenever he dined at a restaurant, appears quite abstemious.

Mrs. McGrath, who, as Rosita Forbes wrote a remarkable story of her expedition to Kufra, is hoping to return to the East in the coming autumn. Her adventures in the desert were related by her to the King and Queen at Buckingham Palace soon after her return, and since then she has been in great request as a lecturer all over the kingdom.

Says a writer in a Home paper: There is no such thing as a "death warrant" for the ordinary person sentenced to death. The judge is provided with a calendar supplying all the prisoners' names, and by the side of them is written their sentences and probably any special remarks. In the case of a capital sentence there is written such words as "To be hanged by the neck." In former days it was "Sua, per collum," an abbreviation of "Suspendatur per collum." Thus it can be said that the fate of a condemned man depends on a marginal note.

It is not generally known that just before diplomatic relations between Great Britain and Germany were resumed after the war, the British Government asked Germany what the Fatherland's National Anthem was. The German Government replied: "At the present time the German people have no National Hymn." Before the revolution, "Heil Dir im Siegerkranz" (Hail to Thee in Victors' Laurels) was the official anthem, but it was never regarded as quite satisfactory. For the melody is of English origin, and the text first saw the light of day in a Strasburg weekly on January 24, 1790, under the title of "Song for a Danish subject on the King's birthday, to be sung to the melody of the English popular song, 'God Save Great George the King.'" It was afterwards altered several times for Prussian and then German use. Then there is "Deutschland ueber Alles," but it is rather "compromised" and would not be unanimously accepted by all classes. A call to German poets and musicians during the war, asking them to produce a National Anthem, failed miserably, and the Republic has left the matter alone.

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JAMES STEER.

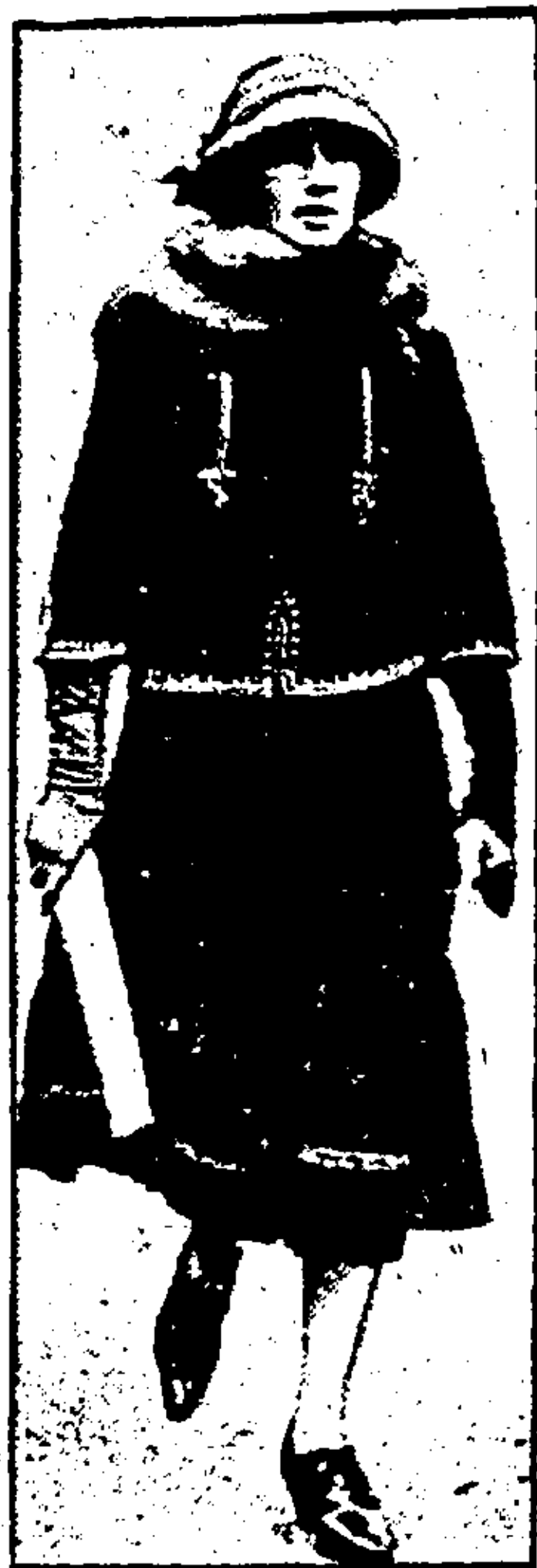
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CAMERA NEWS



Latest photo of Lady Rachel Cavendish, whose intended engagement to the Prince of Wales is persistently reported.



Frank O. Salisbury, noted English artist, who was commissioned to paint the wedding scene in Westminster Abbey, when Princess Mary was married to Lord Lascelles. He is shown here standing before his last canvas, "The Unknown Soldier."



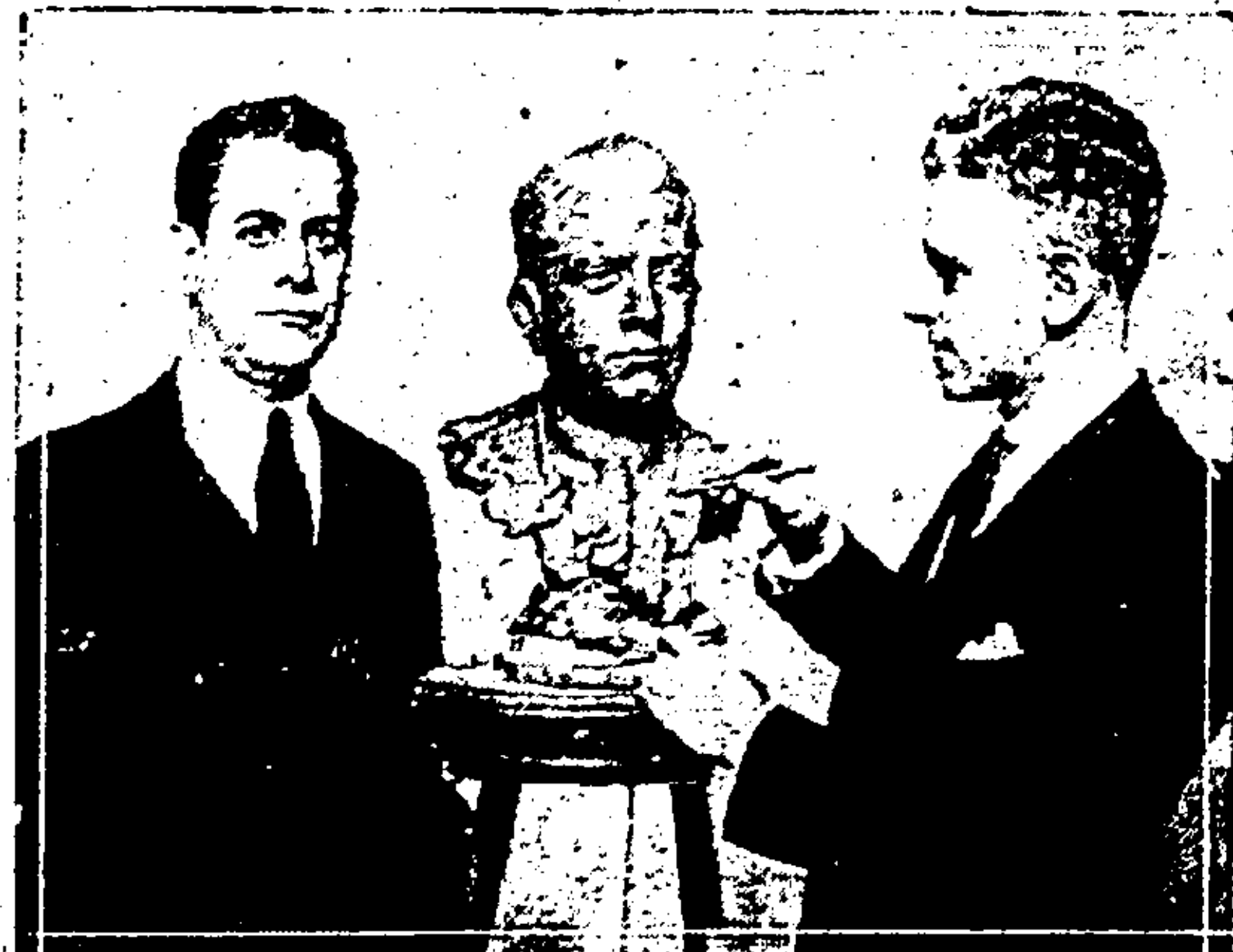
Mme. Joffre, Marshal Joffre and Mlle. Joffre, who have just returned to France after visiting the Far East.



Marjorie Peterson in a difficult pose. The dainty little dancer is only 17 years old.



Miss Sybil Bauer of the Illinois A. C., the world's champion of the women's 100 yard back stroke swim.



Jose R. Capablanca, chess champion of the world, posing for a portrait bust for Gleb Derujinsky.

DOINGS OF THE DUFFS

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From	Due	From	Due
Hongkong	June 1	Canada	England
Empress of Canada	June 1	Empress of India	July 5
Empress of Russia	June 15	Empress of France	July 11
Empress of Japan	June 28	Empress of Scotland	July 13
Empress of Asia	July 13	Empress of France	Aug. 8
Empress of Russia	Aug. 18	Empress of France	Sept. 5

*Empress of Canada will not call at Nagasaki nor Kobe.

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VIA SHANGHAI, THE ISLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

Steamer	Leave Hongkong	Arrive
SHINYO M.	22,000, May 29	SIBERIA M. 20,000, July 8
PERSIA M.	9,000, June 15	TESYO M. 22,000, July 19
TAIYO M.	22,000, June 21	KOREA M. 20,000, July 30

*Calling at Dairen and omitting call at Shanghai.

*Calling at Dairen. *Calling at Keelung.

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THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

Steamer	Leave Hongkong	Arrive
SEIYO MARU	14,000, May 24th	
RAKUYO MARU	17,500, June 28th	
GINYO MARU	17,500, Aug. 28th	

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Y. TSUTSUMI, Manager.

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"West Prospect"	Due Hongkong	2nd June.
	Leaves Hongkong	5th June.
"West O'Rowa"	Due Hongkong	4th July.
	Leaves Hongkong	6th June.

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	Leaves Hongkong	7th June.
"West Faralon"	Due Hongkong	9th June.
	Leaves Hongkong	12th June.

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S.S. "HOZUI MARU" ... on or about 25th May.

FOR KEELUNG via Suihow & Amoy

S.S. "TAIKWA MARU" ... on or about 25th May.

For further particulars, please apply to—

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For New York & Boston via San Francisco & Panama Canal.	S.S. STUART DOLLAR	4th June.
For San Francisco and Vancouver.	S.S. GRACE DOLLAR	10th June.

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S.S. PFALZ	...	July.
S.S. HOLSTEIN	...	Aug.

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S.S.	Pinetree State	For Seattle	June 1.	June 20.
Wenatchee	For Seattle	June 15.	July 4.	
Bay State	For Seattle	June 29.	July 18.	
Keystone State	For Seattle	July 4.		

MANILA SERVICE

S.S. Wenatchee	For Manila	June 5.
Bay State	For Manila	June 19.
Keystone State	For Manila	July 3.

SAIGON, SINGAPORE SERVICE

LAKE FARRAR	...	May 22.
CADARETTA	...	June 1.

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DEUCALION	...	via Suez Canal	5th June.
ALCINOUS	...	via Suez Canal	15th June.
KAZEMBE	...	via Suez Canal	25th June.

*Calls at Boston if sufficient inducement offers.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change with out notice.

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COMMERCIAL NEWS.

(Continued From Yesterday)

insurance of £100,000, absorbing \$301,871.03, leaving to the credit of Investment and Exchange Fluctuation \$344,168.35. The Directors propose to take powers to issue a further 650,000 shares so as to bring the paid-up capital of the company to the round figure of \$1,500,000. Far Eastern. The annual meeting is to take place on 16th instant, and thereafter the Directors will propose that the balance standing to the credit of 1921 working account shall be dealt with by the payment of a dividend of 6 per cent. and the carrying forward of a balance of £1,402,975.79.—Shipping.—Indo-China. The annual meeting is to be held in Hongkong on 23rd instant. There is a balance of £67,298 for division: it is proposed to transfer £25,000 from Equalization of Dividend and out of this pay a dividend of 6 per cent. on preference and 30 per cent. on deferred shares, carrying forward £3,038. Local dividend warrants will be paid at exchange 2/6 1/2 to the Hongkong & Shanghai Tugs. A further improvement has taken place and £15.51 has been paid and is offered for the ordinary shares, the preference remaining a buying quotation of 37 1/2.—Mining.—Chinese E. and M. An interim dividend of 2% has been declared payable on Coupon No. 20, on 15th instant.—Docks and Engineering.—Shanghai. The long expected advertisement has at last been made, and an extraordinary meeting is called for 26th instant to pass a Resolution reducing the capital of the company by the return of £15.25 per share. The price which had remained steady at 112 until two days ago has improved to 115. New Engineering firms are firm with only a few shares coming out at 8 1/2.—Lands and Hotels.—Anglo-French and Investments have improved to a buying quotation of 9 1/2.—Shanghai Hotels. The sale of 80 per cent. of the company's issued shares belonging to a single interest has been reported at £40 per share to the Hongkong Hotels, Ltd. For the present the two companies will preserve their separate entities which, however, will be merged later on.—Rubbers.—Tebong. The annual meeting will be held on 25th instant; accounts not yet to hand.—Miscellaneous.—Trams "B" wanted at 104 are obtainable at 105. Shanghai Gas which could be placed at 16 offer at 27. Telephone. The annual meeting is to take place on 30th instant; accounts not yet to hand. London Quotations.—Hongkong and Shanghai Bank 115 1/2. Chartered Bank 17 1/4. Shanghai-Nanking Railway Net P. of 15. Indo-China S. N. Co. preference 4 1/2, deferred 35. Reorganization Loan, British 6.

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COSMOPOLITAN DOCK

Length 466ft.

Breadth 85ft. 6in.

Aberdeen

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Length 435ft.

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DONGOLA	8,000	30 May 11 a.m.	Suez, Aden, P.S., M's., L'don
KHYBER	9,000	7th June	M's., London & Antwerp
SICILIA	8,700	11th June	Spain, France, C'h & B'bay
DELTA	8,957	21st June	M's., London & Antwerp
KASHMIR	9,000	5th July	M's., London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

TAKADA	6,949	10th June	C'ta via S'pore & Penang
EASTERN & AUSTRALIAN SAILINGS (South)			
EASTERN	4,388	1st June	Manila, Cairns, Thurs. Is. Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

G. APCAR	4,649	23 May 11 a.m.	Amoy, Shanghai & Kobe
SICILIA	8,700	30th May	Shanghai only.

All dates are approximate and subject to alteration without notice.

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OUTWARDS.

Vessel	Due Hongkong.
S.S. "RADNORSHIRE"	5th June.
M.V. "GLENBEG"	17th June.
S.S. "GLENLUCE"	1st July.
S.S. "GLENSHANE"	20th July.

HOMEWARDS.

Vessel	Leaves Hongkong.	Discharges.
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M.V. GLENGARRY	30th May.	L'don, Hull, B'dam, H'burg
S.S. CARNARVONSHIRE	6th June.	GEN, L'don, Hull, B'dam, H'burg
S.S. GLENIFFER	4th July	GEN, L'don, Hull, A'warp, H'burg

Movements are subject to change without notice.

For freight or further particulars please apply to:-

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JAVA-CHINA-JAPAN LIJN.

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Steamer	From	Expected on at about	Will leave on at about	For
Tjikini	Java	in port	27th May	S'hai & D'ny
Tjisondari	Java	25th May	28th May	Shanghai
Tjikembang	Java	2nd June	7th June	S'hai & N.C.
Tjitaroem	N.C. Amoy	7th June	9th June	B'via direct
Tjibodas	Japan	7th June	10th June	S'baia via M'sar

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NEXT SAILING.

Steamer	From	Expected on at about	Will leave on at about	From
Simaloer	San Fco	22nd May	24th May	Batavia direct

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YOKO MARU (Calling Keelung) Monday, 12th June, at 11 a.m.	
SHIRAZUKA M. (Calling Keelung) Monday, 12th June, at 11 a.m.	
MARSEILLES, LONDON & ANTWERP via Singapore, &c.	
SUWA MARU ... Thursday, 25th May at 11 a.m.	
FUSHIMI MARU ... Friday, 9th June at 11 a.m.	
IAMBURI via DUNKIRK, LONDON & ROTTERDAM.	
MITO MARU ... Thursday, 8th June.	
LIVERPOOL via MARSEILLES and Valencia.	
TATSUNO MARU ... Sunday, 4th June.	
SYDNEY & MELBOURNE via Manila, &c.	
TANGO MARU ... Tuesday, 20th June at 11 a.m.	
NEW YORK via PANAMA.	
DURBAN MARU ... Tuesday, 6th June.	
NEW YORK via Suez.	
RIO DE JANEIRO, SANTOS & BUENOS AIRES via Cape.	
KAWACHI MARU ... Sunday, 4th June.	
YOMBAY via Singapore, Penang & Colombo.	

CALCUTTA via Singapore, Penang & Rangoon.	
TOTOMI MARU ... Tuesday, 2nd May.	
SAGASAKI, KOBE & YOKOHAMA.	
NIKKO MARU ... Friday, 16th June at 11 a.m.	
SHANGHAI, KOBE & YOKOHAMA.	
NAGANO MARU ... Thursday, 1st June.	
TAMBA MARU ... Sunday, 4th June.	

For further information apply to— NIPPON YUSEN KAISHA.
Telephone Nos. 292 & 293. K. H. KAMEI, Manager.**DODWELL & CO., LTD.**REGULAR SAILINGS TO NEW YORK & BOSTON
FOR NEW YORK & BOSTON.

S.S. "WRAY CASTLE"	Sailing on or about 23rd May.
"BOWES CASTLE"	Sailing end of June.

LLOYD TRIESTINO.Taking cargo on through Bills of Lading for Levant, Black
Sea and Danube Ports.Fiume having been re-opened for traffic, cargo is also
accepted for this port on through Bills of Lading.

FOR SHANGHAI.

S.S. "VENETIA"	Sailing on or about 4th June.
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For BRINDISI, VENICE & TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "TRIESTE"	Sailing on or about 2nd June.
"VENETIA"	Sailing 2nd half of June.

Passengers' Luggage can be insured at the office of the Agents.

NATAL LINE OF STEAMERS.

Regular Passenger and Cargo Service.

FROM CALCUTTA TO SOUTH AFRICAN PORTS.

S.S. "UNLARI"	Sailing second half of June.
---------------	------------------------------

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.,

Telephone 1030.

Agents.

**AUSTRALIAN
ORIENTAL LINE.**HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
TAIYUAN	18th May	25th May

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

Butterfield & Swire.

(JOHN SWIRE & SON, LTD.)

Telephone No. 36.

Agents.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

FREIGHT & PASSENGER SERVICE

HOMEWARDS.

Steamers	Sailing.
Kandahar	10th June. L'don, Antwerp, B'dam & H'burg.
City of Glasgow	5th July. London, Rotterdam & Hamburg.

Subject to change without notice.

For particulars of freight and passage rates apply to:-

THE BANK LINE, LTD.,

or to REISS & Co. Canton

General Agents.

COASTAL SHIPPING.

**INDO CHINA STEAM
NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
HAIPHONG via Hoihow	Takang	Thurs. 25th May at 10 a.m.
SHANGHAI via Swatow	Tinsang	Thurs. 25th May at noon.
STRAITS & Calcutta	Fooksang	Thurs. 25th May at 3 p.m.
MANILA	Loongsang	Fri. 26th May at 3 p.m.
TTAO via S'tow & S'hai	Hangsang	Sun. 28th May at 11 a.m.
SANDAKAN	Hinsang	Mon. 29th May at noon.
BANGKOK via Swatow	Chaksang	Tues. 30th May at noon.

CALCUTTA LINE.—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila, by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE.—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENTSIN LINE.—A regular service is run from March to Nov. between Hongkong & Tientsin calling at Weihaiwei & Chefoo.

BANGKOK LINE.—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Fooksang" will be despatched on or about Thursday, 25th May, at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SWATOW & BANGKOK	Kwangtung	24th May at 4 p.m.
SWATOW, AMOY & S'hai	Hupei	24th May at 4 p.m.
AMOY & SHANGHAI	Szechuen	25th May at noon.
PAKHAI & HAIPHONG	Kailong	25th May at 10 a.m.
MANILA, CEBU & ILOILO	Taming	25th May at 4 p.m.
H'PHONG, H'HOW & B'KOK	Chenan	27th May at 10 a.m.
SWATOW, S'hai & TTAO	Sinkiang	27th May at 4 p.m.
W'WEL, C'FOO & T'TSIN	Kueichow	27th May at 4 p.m.
SHANGHAI	Suiyang	29th May at 4 p.m.
SWATOW, S'hai & TTAO	Yingchow	30th May at noon.

SHANGHAI LINE.—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation, midships. Electric Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE.—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

BUTTERFIELD & SWIRE.

Telephone No. 36.

Cargo and baggage can be insured at the above office.

DOUGLAS STEAMSHIP CO. LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiching [J. S. Thomson]	FRI.	25th May at 1 p.m.
Haiphong [W. C. Parnmore]	THURS.	1st June at 1 p.m.

Arrivals and Departures from the Co's Wharf (near Blake Pier.)

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

NANYO YUSEN KAISHA.

The South Sea Mail S.S. Co., Ltd.)

REGULAR SERVICE

between

JAPAN, HONGKONG & JAVA.

For Batavia, Samarang & Sourabaya.

S.S. CHERIBON MARU Sailing on or about 21st May.

,, MACASSAR MARU Sailing on or about 6th June.

For Moji, Kobe & Yokohama.

S.S. SAMARANG MARU Sailing on or about 7th June.

,, BORNEO MARU Sailing on or about 22nd June.

For further particulars please apply to:-

K. SUZUKI,

Manager.

Tel. No. 2205.

Second Floor, Prince's Building.

SHIPPING NEWS.

U. S. BANKERS URGES FREE ZONES

AT PRINCIPAL HARBOURS.

White Sulphur Springs, Va.

May 13

Committee of

Bankers, Association in a declara-

tion of principles to-day include

the condemnation of paternalism

in government, opposition to the

soldiers' bonus, opposition to

changes in the Federal Reserve

Board, a recommendation that

the United States send an official

representative to the allied repa-

rations commission and the

establishment of free zones at the

principal harbours in the United

States.

JAPANESE STEAMERS AT

CHUNGKING BOYCOTTED.

Chungking, April 30.—Two

Japanese steamers, the Choten

Maru and the Unyo Maru, which

arrived here from Hankow are

unable to unload their cargo

owing to the activities of anti-

Japanese students who prevent

any coolies from going on board.

When the Choten Maru tried to

go alongside the Japanese Wharf

the students attacked the crew.

Communication between the

shore and the steamers is pro-

hibited and the situation is any-

thing but reassuring. The Japa-

nese Consul is negotiating with the

Chinese authorities.

CRUISERS FOR MERCHANT-MEN.

Commenting upon the fact that

the British Government contem-

plates the conversion of disman-

tled cruisers into cargo boats and

recalling that Mr. Lasker, presi-

dent of the U.S. Shipping Board

declared on April 5th, before the

Senate Committee for Commerce

that the United States could only

agree to the 5-5-3 naval arma-

ment scheme concerning Great

Britain, Japan, and herself if she

had a powerful fleet of merchant-

men capable on occasion of be-

coming auxiliary cruisers, the

Journal du Havre says: "If

Mr. Lasker's proposal is accept-

ed, one may well ask what will

remain of the Naval pact. What

real disarmament will have been

effected if the intensive building

of potential cruisers is proceeded

with on the one hand, while

elsewhere real cruisers are trans-

formed or simply 'debaptised'."

WHELAN PATENT STUDDING

TOOL.

The Whelan patent studding

and extractor tool is an ingenious

and useful device for use on steam

or motorship. The task of re-

moving a cylinder cover, or other

parts of machinery where studs

play an important part, is always

a delicate one, on account of the

difficulty in avoiding splitting the

nut or twisting the end of the stud

off with the nut when the spanner

is applied. Frequently the stud

to be removed has to be drilled

out, and unless this operation is

done with care and precision the

tapping hole is spoilt. It is with

the object of eliminating this

NOTICE

"Embassy"

Virginia Cigarettes

Finest Quality

The kind of quality that not only
pleases the smoker but gratifies
an ideal of the manufac-
turers to produce the
finest of Virginia
Cigarettes.



Sold in
tins of 50's
25 Cigarettes
also
packets of 10's

This advertisement is issued by British-American Tobacco Co. (China) Ltd.

"MR. WU"

Revival in London.

Mr. Matheson Lang did well to revive Mr. Wu at the New Theatre on Saturday, says the Times in an issue despatched in mail week. It is nearly 10 years since this play by Mr. H. M. Vernon and Mr. Harold Owen was first put on at the Strand Theatre, and Mr. Lang's conception of the mandarin, Mr. Wu, with his Oriental passions and his Occidental culture, was far too good to be lost to us for ever. He plays the part now as effectively as ever. From the moment when he first appears at the end of the first scene, presaging all the evils that are to follow, he makes of Mr. Wu a living and terrifying personage where others might make him theatrical and mirthful.

The excellence of his acting can best be gauged from the climax in the third act. In that scene we have Mr. Lang first as the relentless Chinaman burning to avenge the dishonour of his daughter—not because it reflects on her, but because it reflects on himself. Then he becomes the suave host while Mrs. Gregory (whose part is still played by Miss Lillian Braithwaite) innocently examines the lion's den into which she has very foolishly walked. After the suave host he becomes the passionate lover, but always he manages to preserve the Oriental restraint—the dislike of doing anything openly if it can be done equally well in a roundabout way.

So far it is all clever acting, but with the taking of the poison he has to be and not to act. That is the secret of Mr. Lang's success. From the slow and impressive Chinese gentleman he has in a second to become a raving, dying human being. All the slowness and all the subtleties have departed. He is only compelled to die an extraordinarily painful death, and, although he is certainly an un-
conscionable time adding, he

LAND SALE.

Rival Bidders Compromise.

A plot of Crown land situate on the Shauiwan Road, Causeway Bay, adjoining a distillery, was put up for auction at the P.W.D. offices by Mr. Parker Rees yesterday afternoon and was the subject of lively bidding between the owner of the distillery, Mr. Chiu Tin-shau, and Sir Robert Ho Tung.

The upset price was \$31,950, or one dollar per square foot, but it was eventually knocked down for no less than \$31,500, there being many big bids, including one of \$3,000. After much spirited bidding between the two gentlemen named, Sir Robert Ho Tung, on \$31,500 being reached, asked Mr. Chiu if he would consent to stop bidding and admit him as joint purchaser of the lot. Mr. Chiu at first seemed disinclined to acquiesce in the suggestion but eventually agreed, and the lot was knocked down to the two gentlemen named.

does convey the tortures (and, in addition, the extreme annoyances) suffered by the man whose schemes have accidentally rebounded on himself. Miss Lillian Braithwaite is as good as ever in the part she created, and in the few minutes to the end of the play when she is called upon to show her powers she acts with great force. Mr. Herbert Bunston is excellent as Mr. Gregory, the self-satisfied Englishman who is completely out of his depth when opposed to Chinese subtlety. Miss Nona Wynne makes a pathetic heroine for the short time that she is allowed to exist, and Mr. Denys Blakelock is satisfactory as her lover. The piece was greeted with great enthusiasm at its close on Saturday night, and Mr. Lang, having at last been prevailed on to make a speech, thanked the audience for its "honourable appreciation of their miserable efforts."

AMERICAN BASEBALL.

Leaders Beaten.

While the cables state that Brooklyn defeated New York two games in the National League, this may be a mistake in view of the fact that the eastern teams are now travelling in the west. It is probably Chicago that won the games, as New York was scheduled to play the "Cubs."

The long-established tie for first place in the American League between the Yanks and Browns, has at last been broken, although both teams lost. The Tigers are responsible for this break as they defeated the Yanks two straight times. The Tigers have been winning consistently of late, and are now within one game of the coveted 500 mark.

MAY 14.

NATIONAL LEAGUE.
Brooklyn 6, New York 5.
Second game—
Brooklyn 5, New York 4.
Philadelphia 5, St. Louis 1.
No other games.
AMERICAN LEAGUE.
Detroit 8, New York 2.
Cleveland 3, Washington 4.
MAY 15.
AMERICAN LEAGUE.
Chicago 0, Boston 2.
St. Louis 3, Philadelphia 13.
Detroit 6, New York 1.
Cleveland 2, Washington 3.
NATIONAL LEAGUE.
Brooklyn 2, Cincinnati 6.
Boston 5, Pittsburgh 6 (Ten innings).
New York 1, Chicago 0.
Philadelphia 7, St. Louis 19.

PRESIDENT HARDING FELICITATES JAPANESE.

Tokyo, May 11.—The American Ambassador, Mr. Charles B. Warren to-day read a message from President Harding at a banquet for the Japanese delegates to the Washington conference, commending the "constant spirit of accommodation" Secretary of State Hughes also sent a message of approbation of the Japanese "cooperation."

HOTELS.

HONGKONG HOTEL

PEAK HOTEL

REPULSE BAY HOTEL

Hongkong Hotel Co., Ltd.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
Tel. 373. Telegraphic Address: "VICTORIA"
J. WICKELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.

DANCING AFTER DINNER
EVERY
MONDAY, WEDNESDAY AND SATURDAY.
TEA DANCES
TUESDAYS AND THURSDAYS.

The Hotel Orchestra under the Direction of
Mr. F. R. Martens.

Telephones in every Room.
Telegraphic Address:—"EUROPE, SINGAPORE."
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THE EUROPE HOTEL, LTD.
ARTHUR E. ODELL, Manager.

KINGSLERE HOTEL MID-LEVEL

KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & Co., General Agents
Are resident Managers.

PALACE HOTEL, KOWLOON.

Tel. No. K2. Tel. Add: "Palace."
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong.
A first class Hotel in every respect and under English management.
Cuisine under personal supervision of the Proprietor.
Lounge, Bar and Billiard Room.
Terms Moderate.
Special arrangements for families on application to
J. H. OXBERRY, Proprietor.



SOLE AGENT,
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Guido Bulaich s.s. Persia, from Shanghai.
Grahamite, from Amoy.
Miss Lillian St. Paul's College, from Yokohama.
Waltering Great Eastern Hotel, from Chefoo.
Miss Lajain 2 Seamounter (2), from Yokohama.
2684, from Hankow.
Hiptaisou, from Shanghai.
5656, from Shanghai.
Manshinghing, from Shanghai.
Yudihong, from Dairen.

Wongfukwong c/o Kwong-tailoy Hotel, from Shanghai.
Honghin Hokkee Tekhuto-tions, from Amoy.
Yuwochong, from Shanghai.
Hokaisang family 2 Seymour Street, from Yokohama.
Hupwohcheong, from Kobe.

TH. KRING,
Superintendent.
Hongkong May 18, 1922.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.		Every 15 min.
7.00 a.m.	to 1.00 p.m.	15 min.
1.30 p.m.	to 5.30 p.m.	15 min.
5.45 p.m.	to 6.30 p.m.	15 min.
6.45 p.m.	to 7.30 p.m.	15 min.
7.45 p.m.	to 8.30 p.m.	15 min.
8.45 p.m.	to 9.30 p.m.	15 min.
9.45 p.m.	to 10.30 p.m.	15 min.
10.45 p.m.	to 11.30 p.m.	15 min.
11.45 p.m.	to 12.30 a.m.	15 min.
12.45 a.m.	to 1.30 a.m.	15 min.
1.45 a.m.	to 2.30 a.m.	15 min.
2.45 a.m.	to 3.30 a.m.	15 min.
3.45 a.m.	to 4.30 a.m.	15 min.
4.45 a.m.	to 5.30 a.m.	15 min.
5.45 a.m.	to 6.30 a.m.	15 min.
6.45 a.m.	to 7.30 a.m.	15 min.
7.45 a.m.	to 8.30 a.m.	15 min.
8.45 a.m.	to 9.30 a.m.	15 min.
9.45 a.m.	to 10.30 a.m.	15 min.
10.45 a.m.	to 11.30 a.m.	15 min.
11.45 a.m.	to 12.30 p.m.	15 min.
12.45 p.m.	to 1.30 p.m.	15 min.
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3.45 p.m.	to 4.30 p.m.	15 min.
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6.45 a.m.	to 7.30 a.m.	15 min.
7.45 a.m.	to 8.30 a.m.	15 min.
8.45 a.m.	to 9.30 a.m.	15 min.
9.45 a.m.	to 10.30 a.m.	15 min.
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3.45 a.m.	to 4.30 a.m.	15 min.
4.45 a.m.	to 5.30 a.m.	15 min.
5.45 a.m.	to 6.30 a.m.	15 min.
6.45 a.m.	to 7.30 a.m.	15 min.
7.45 a.m.	to 8.30 a.m.	15 min.
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10.45 a.m.	to 11.30 a.m.	15 min.
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12.45 a.m.	to 1.30 a.m.	15 min.
1.45 a.m.	to 2.30 a.m.	15 min.
2.45 a.m.	to 3.30 a.m.	15 min.
3.45 a.m.	to 4.30 a.m.	15 min.
4.45 a.m.	to 5.30 a.m.	15 min.
5.45 a.m.	to 6.30 a.m.	15 min.
6.45 a.m.	to 7.30 p.m.	15 min.

EASTERN EXTENSION AUSTRAL-
ASIA & CHINA TELEGRAPH CO.
8133/11th Captain McClellan,
from Uckfield.
9015/12th Carrots, from Hanou.
8511/12th Mrs. Kaye Passenger
Laisang c/o Ewo, from Shanghai.
11135/16th Mrs. Brewer care
Indochina, from Melbourne.
M. E. F. ARMY,
Superintendent.
Hongkong, May 18, 1922.

ENTERTAINMENTS.

THE CORONET

2.30, 5.15, 7.15 and 9.15

ROY STEWART
and
LOUISE LOVELY

in
LIFE'S GREATEST
QUESTION.

KOWLOON
THEATRECALICO
DANCE

TO-NIGHT.

TICKETS
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TO-DAY at 5.15 and 9.15 p.m.
MAE MURRAY

THE TWIN PAWNS

A Leonce Perrot Picture Suggested by the Wilkie
Collins Novel

"THE WOMAN IN WHITE"
6 parts.

2.30 and 7.15 p.m.

CHARLES HUTCHISON in WHIRLWIND.
Episodes, 8 and 9.

Usual Prices. BOOKING AT THE THEATRE.

EXCHANGE.

(Opening Rate: closing Rate
on Page 1).

SELLING.

1/2	2/3
Demand	2/7 1/2
30 d/s	2/7 1/2
60 d/s	2/8 1/2
4 m/s	2/8 1/2
1/2 Shanghai	Nom.
1/2 Singapore	115 1/2
1/2 Japan	124
1/2 India	202 1/2
Demand, India	—
1/2 San Francisco	59
& New York	155 1/2
1/2 Java	Nom.
1/2 Marks	635
1/2 France	635
Demand, Paris	—

BUYING.

4 m/s. L/C	2 85 1/2
4 m/s. D/P	2 85 1/2
3 m/s. L/C	2 85 1/2
30 d/s. Sydney and	2 95 1/2
Melbourne	—
30 d/s. San Francisco	60 1/2
& New York	—
4 m/s. Marks	Nom.
4 m/s. France	630
5 m/s. France	705
Demand, Germany	—
Demand, New York	59 1/2
1/2 Bombay	—
Demand, Bombay	212 1/2
1/2 Calcutta	—
Demand, Calcutta	202 1/2
On Yokohama	124
Demand, Manila	121
Demand, Singapore	113 1/2
Demand, Batavia	155 1/2
On Haiphong	Nom.
On Bangkok	78 1/2
Sovereign	740
Gold leaf per Tael	—
Buy Silver, ready	37 1/2
forward	37 1/2
Bank of England rates 4%	—
New York/London	445.15/16

SUBSIDIARY COINS.

H'kong 50 ct. pieces	par
10 "	1/2 1/2 dis.
5 "	3/8 1/2 dis.
Canton sub. coins	19 1/2 dis.
Hongkong, May 23, 1922.	—

WEATHER REPORT.

May 23d. 0h. 30m.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 13° and Long. 124° E. moving N.

May 23d. 10h. 55m.—Warning to Hongkong, Coast Ports, &c.—Typhoon of unknown intensity within 60 miles of Lat. 14° N. and Long. 125° E. moving N.N.W.

May 23d. 11h. 12m.—Pressure has decreased considerably at Manila and slightly over Haiphong and Formosa. It is nearly stationary in the vicinity of Hongkong.

A depression is shown over Tongking.

At 6 a.m. this morning the typhoon was in about 50 miles E.S.E. of Manila, moving N.N.W.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.33 inch. Total since January 1st, 18.20 inches, against an average of 19.52 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District. Forecast.

1 Hongkong to: Gap Rock

2 Formosa Channel: N.E. winds, moderate; overcast.

3 South coast of China: between H.K. & Lamcocks, at first, improving later.

4 South coast of China: between H.K. & Hainan.

2 F. CLAXTON, Director, H.K. Observatory, May 23, 1922.

METEOROLOGICAL.

Barometer 29.55 29.70 29.72
Temperature 78 77 80
Humidity 91 89 80
Wind Direction E E E
Wind Force 3 4 4
Weather or o o
Rain 1.21 0.00 0.08
Highest open air
Temperature on the 22nd 79
Lowest open air
Temperature on the 23rd 77
T. F. CLAXTON, Director,
H. K. Observatory, 23 May.

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